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The Hongkong Telegraph.

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六月廿六日英港六號

SATURDAY, JUNE 26, 1926. 日七月伍

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LIVELY DEBATE.

BRITAIN'S RELATIONS WITH RUSSIA.

ANGRY LABOURITES.

London, June 25. On the question of Anglo-Russian relations there was a lively debate in the House of Commons. It was attended by Mr. Saklatvala, who was released from prison in the morning and who was loudly cheered by the Labourites.

Mr. Locker-Lampson, in initiating the debate, denounced the Bolsheviks in repudiating their debt, and confiscating the property of British nationals, many of whom had been imprisoned, beaten and murdered. He mentioned that one of them, whom the Bolsheviks blinded, was sitting in the Gallery. Mr. Lock-Lampson said we must cease to make free-born Englishmen helots of a slave state. (Prolonged Conservative cheers.)

Mr. Ponsonby (Labour) denounced the language used by Lord Birkenhead and Mr. Winston Churchill in recent anti-Russian speeches, and appealed to Sir Austen Chamberlain to try to renew friendly Anglo-Russian relations.

Mr. Lloyd George contended that disapproval of Bolshevism was no reason for breaking off of diplomatic relations and cancelling the Anglo-Russian trade agreement.

Mr. Hilton Young was of opinion it would be a very great mistake to break off relations with Russia.

Sir Frank Nelson, who was a member of the party of Conservative Members which recently visited Russia, strongly opposed breaking relations and closing up the trade delegation.

Mr. Ramsay MacDonald appealed for an extension of the trade agreement.

ENTITLED TO COMPLAIN.

Sir Austen Chamberlain, replying to the debate, unhesitatingly declared that the Government was entitled to complain of the Soviet actions but he considered it would be unwise to break off relations and terminate the trade agreement. He believed the breaking off of existing relations would be useless and would weaken our ability to fight disorder or revolution within our own borders and increase the fear of European instability. Referring to the money sent from Russia, he said the Soviet Government could not have found a worse field to invest money in a revolution than among the workers of Britain.

SITTING SUSPENDED.

At the conclusion of Sir Austen Chamberlain's speech, the Labourites created disorder, objecting to the Deputy Speaker calling on another Government speaker instead of a Labourite. After a scene, which lasted for five minutes, the sitting was suspended, whereupon the day's business terminated. —Reuter.

FURTHER POINTS

THE SOVIET'S BREACH.

We have received a lengthy account of the debate by British Wireless from Rugby, which amplifies the above Reuter message. The chief new points are:

Commander Oliver Locker-Lampson (Conservative) moved: "That this House condemns the subversive political activities in this country of the Soviet organisations admitted for purposes of trade, and is of opinion that the Trade Agreement with the Soviet Government ought to be terminated by His Majesty's Government." Com. Locker-Lampson said that no opportunity seemed to have been lost by the Soviet to abuse

(Continued on Page 10.)

LATEST MILITARY ACCUTY.

MUNITIONS DISCHARGED AT SWATOW.

PREPARING FOR WAR.

A report from Swatow states that, owing to new developments on the Fukien and Kiangsi frontiers, General Ho Ying-yun returned to Swatow on the 21st instant, on a gunboat which had on board a big consignment of ammunitions, field guns and machine guns. These munitions are being discharged with rapidity into junks, to be transported to the front. Orders have been issued to all the units under General Ho's command to be in readiness for mobilisation at any moment, and all leaves of absence have been stopped. It is also stated that a Russian officer accompanying General Hing Yung is to act as his adviser.

THE KWANGSI UNITS.

General Li Chung-yam, after his arrival at Wuchow, held a long conference with his officers, at which it was decided that General Li would proceed to the front without delay and take over the command of the Kwangsi units, leaving the Government of Kwangsi in the hands of General Wong Shui-hung. A telegram to that effect has been despatched to the Canton Government, and stating that General Li Chung-yam was to leave for Kwai Lin on the 22nd inst.

At the conference mentioned the death sentence passed on the Chief Staff Officer of a certain regiment, for having instigated a mutiny in that regiment some time ago, was confirmed, and the officer was shot on the following morning.

MADRID PLOT.

COMMUNISTIC IN CHARACTER.

Madrid, June 25.

A semi-official statement minimises the plot, which is declared to be Communistic rather than Liberal in character.

The officers involved acted individually, and none were on the Active List. Nevertheless, arrests were made and those arrested will be tried by a competent tribunal. —Reuter.

CANTON PARADE.

WEDNESDAY'S VIVID DISPLAY.

IMPERSONATING THE DEAD.

A Canton correspondent, writing in regard to the observance of June 23rd in the city, says: The placards announcing the observance of June 23rd, were gory and calculated to make the people see red. A Union Jack on Shamien surrounded by many soldiers blazing away at a helpless crowd on Shaki; dead and dying lying in heaps, and the creek crimson with blood—such was the most popular placard. The others were also very unpleasant.

In spite of the placards the people were silent and very few speeches were made at the street corners. On Tuesday evening, many shops announced that they would not open on Wednesday, and said they were acting under Police orders.

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DEAD" AND "WOUNDED."

A new feature in the demonstration was the impersonation of the dead by living persons pretending to be dead, carried in open coffins, followed by mourners dressed in the usual sackcloth, and representing the mourning parents and other members of the deceased's family.

Men clad with bloody garments were carried on stretchers in the procession to represent the wounded of a year ago. Enlarged photos, displaying wounds and other horrors of various shootings, were also carried in the procession, and everything was done which might revive the ill-will caused by what happened a year ago.

The procession was a long one and before the tail-end left the Parade Ground the rain began to fall and was soon coming down in torrents, drenching everyone in the show, and spoiling it as a popular display.

HOPEFUL SIGN.

Nothing untoward happened, and the result of the effort must have been disappointing to those who are trying to keep the bitter feeling against the British alive. The fact that very few schools and colleges took part in the demonstration inspires the hope that the movement will not last much longer, and gives proof that the real settlement is gradually taking place, not in the counsellors' hearts, but in the hearts of the people, which is by far the more important.

TAX ON KEROSENE.

A Canton announcement states that the Ministry of Finance has ordered the closing down of the Kerosene Oil Monopoly Bureau, following the cancellation of the monopoly.

With regard to the kerosene tax, the Ministry has prepared regulations which will be publicly announced as soon as the Political Council has sanctioned same. It is reported that a special duty of \$2 will be levied on each case of kerosene oil containing two tins. This tax will be collected by the Central Taxation Board, after the affairs of the Kerosene Oil Monopoly Bureau has been wound up.

SPREADS TO THE MAURETANIA.

New York, June 25.

The so-called "Modesty Strike" by seamen against physical examination at the pier in addition to the usual medical examination at the quarantine station, spread to the s.s. Mauretania, whose bandmen decided to remain aboard in preference to undergoing the examination. —Reuter's American Service.

CHINESE & SHANGHAI COUNCIL.

CONCESSIONS NOW BEING APPRECIATED.

PUBLIC PARKS QUESTION.

The Chinese community at last is coming to see that the Shanghai Municipal Council has taken a friendly step in pushing through the question of Chinese representation on the Council, says the N. C. Daily News. Hitherto, considerable suspicion existed in Chinese circles over the matter, not to mention animosity on the part of quite a few, but now the Chinese, the more respectable and representative ones at least, are coming to appreciate the importance of the concession and to see that the foreigners' decision is not at all unfriendly. Some of the street and labour unions are, of course, opposed to this so-called conditional representation, and demand that the Chinese shall be permitted to elect as many councillors as they like so long as they elect in accordance with the amount of taxes paid by the Chinese.

The Chinese Ratepayers' Association is studying the qualifications of its members and lists are being made out of those qualified to vote and those eligible for election.

Although the foreign ratepayers' meeting took place some time ago, the decision of the ratepayers for Chinese representation has not formally been conveyed to the Commission of Foreign Affairs but Mr. Hsu Yuem, the Commissioner, is reported, to have made a statement to the effect that, as soon as he receives a communication from the Consular Body on the subject, he will inquire into the opinions of the Chinese General Chamber of Commerce and other important public organizations to find out the best way to elect such Chinese representatives.

THE PUBLIC PARKS.

The admission of Chinese to the public parks is another matter which is being discussed in Chinese circles in connection with representation. It is said that the Chamber of Commerce will elect, in conjunction with the Chinese Ratepayers' Association, three delegates to negotiate with the Council on the parks being thrown open to the Chinese public. They point out that the French Parks have already been thrown open to Chinese residents to good advantage and with excellent results. It is said that such action on the part of the Municipal Council would do a great deal to clear the atmosphere of misunderstanding which has arisen between local foreigners and Chinese and that this is most desirable, especially at the present time.

PHYSICAL CULTURE INSTITUTE.

SOMETHING NEW FOR HONGKONG.

The establishment of an Institute of Physical Culture is contemplated by Madame Nina Kemper, who comes to the Colony with excellent credentials in the form of diplomas as Doctor of Medicine of the Moscow University and of Graduate of the Gymnastic Institute, Moscow, whilst she has also studied classical and other dancing at the Ballet School of Madame Koelchevskaja, the teacher of Pavlova.

Madame Kemper is thoroughly qualified as an instructor in physical development, and for three years she taught in this capacity in the Middle Girls' School at Vladivostok. She has also done three years' work as a professional classical dancer. She hopes to arrange special classes for children here, and also specialises in physical culture for ladies. Those interested are asked to communicate with Madame Kemper at 508, Nathan Road, Kowloon.

RICE "CORNER"

TRADE TRICK BY PROFITEERS.

BREAKING THE RING.

There is no rice famine in Shanghai, says the N. C. Daily News. The present high price of Kiangsu rice is due to a trade trick which is about to be exposed and the corner on rice wiped out. Chinese estimates are that there are 600,000 piculs of Saigon rice in Shanghai at this moment and that 200,000 piculs are on their way here. There are only about 50,000 piculs of Kiangsu rice here, which is short rations, and there is little prospect of large increases. The normal consumption of rice is about 800,000 piculs a month.

Kiangsu rice is short for many reasons, some of which have already been described: the replacement of cotton crops for rice crops in the Sungkiang region and the short crops of Changchow and throughout the province have naturally lessened the amount of this rice to come to Shanghai. Because of the rice famine in Hupeh and Hunan, due to lack of rain, the growing of opium and militarism, large demands are made on Wuhu rice, so that rice has been more widely distributed and has increased in price. Furthermore, there is an embargo against the export of rice from Wuhu, which may or may not be enforced. At any rate, there is a shortage of Wuhu rice in Shanghai.

LUXURY RICE AND POPULAR.

But Kiangsu rice and Wuhu rice are always comparatively expensive. They are superior rices used by the well-to-do. In cities outside of Shanghai, Canton and Ningbo, to name only two, these fine quality rices are not used by the masses of the people. The masses use either locally-grown rice or Saigon rice, large quantities of which are also consumed in Japan. Saigon rice can be sold on the local market for \$12 per picul. An important rice merchant and an official interested in the rice problem both stated yesterday that the difference between Kiangsu rice and Saigon rice was largely imaginary and that only an epicure could really distinguish between them although some Chinese say that Saigon rice is unpalatable to them.

Nevertheless, large quantities of Saigon rice are imported each year. In 1924, China imported Hk. Tls. 63,248,72, of rice. Of this amount, Hk. Tls. 49,615,301 was imported from Hongkong. The largest part of this rice was Saigon rice shipped to Hongkong and from there reshipped to other cities of China. Hk. Tls. 4,866,324 was shipped directly from Saigon to China ports. There is also a large shipment of rice from Siam and British India, but this rice is consumed principally in south China. It is impossible, then, to suggest that the Chinese do not care for imported rice in the face of the figures quoted above.

THE DEALERS' TRICK.

In Shanghai, the dealers have hit upon this subterfuge: They gave the impression that there was a shortage of Saigon rice. They then mixed 50 per cent Kiangsu rice of various grades with 70 per cent Saigon rice and threw it on the market at a price which rose to \$17.50 a picul, which is beyond the standard of living and wage capacity of a large part of the population. This increase in price was effected at a time when there was, to repeat, 600,000 piculs of Saigon rice in the city, in godowns in the Settlements, Fooing, etc.

It is understood that certain Chinese public leaders are about to throw this Saigon rice on the market, sell it at public stations, encourage the labourers to use it. —Reuter.

(Continued on Page 10.)

Bulls and Inners

From the Office Butts.

"Anhwei Pawnbrokers Oppose 'kick' Income Tax," reads a new item. may be all right, but it all depends Sure to a sign of enmity.

The gentleman who attempted to post a letter in the "Shell" are said to have fallen in Texas gasoline pump near the Peak. Needless to say, there were many Hotel, certainly made a gallant home runs made by residents effort to appear unconcerned.

Why go to a dentist when with so much rabies about there's many police? One way of avoiding being run over by a car is to join the traffic dog willing to insert a set of teeth free?

Physical jerks seem to be dying out on the Peak tram. Physical jerks seem to be dying out on the Peak tram.

Suzanne Lennox was on "Half a league" Half a league Wednesday very indisposed to onward!

There's a distinct danger of a when cinema fans can't have too Chinese wars go on much longer. many cinema fans.

It isn't fair. An American Cabinet includes all elements—of \$1,000. excepting, possibly, the element of permanency.

Lots of the prohibitionists seem to be Lagerheads.

Boys will be boys—and so will some girls, too.

Things could be much worse in Hongkong, really. Supposing mosquitoes barked like dogs!

What with both Brazil and Spain backing out of the League of Nations, there shouldn't be so many hard nuts to crack.

It may be all right for women to have their fling—but some of them shouldn't fling off so much clothing.

With Wolcleshawski and Pisudski at cross purposes, it looks like being a hard summer in Warsaw.

According to the old saying, "money makes the mare go." On the other hand, nowadays the motor-car makes the money go. What Hongkong needs is a device to dispel the mental fog around some Government offices.

A pessimist is a man coming back from going fishing.

These are days when a motor-car seems a necessity, unless you want to be run over by one.

It's hard to keep a girl in clothes during the bathing season.

If money talks, the franc seems a little hoarse at the moment.

"Whisky Enters in Coffin," reads an American newspaper heading. Many a golfing novice deserves Not the first coffin which whisky has filled.

The Colony's premier bowling club can play tennis, though.

In an effort to trace the origin of the dingo, an Australian professor is trying to discover the age when dogs were first introduced. Probably the sausage.

The most over-worked men in France these days are the cabinet makers.

It is said that when the U. S. eagle is fish. We offer no prizes Congress voted \$165,000 for the discovery of the baldheads who usually occupy the front row of our Theatre.

Through the sale of frogs' legs to West Point restaurants, several of the New Territory villages Because he never lost his

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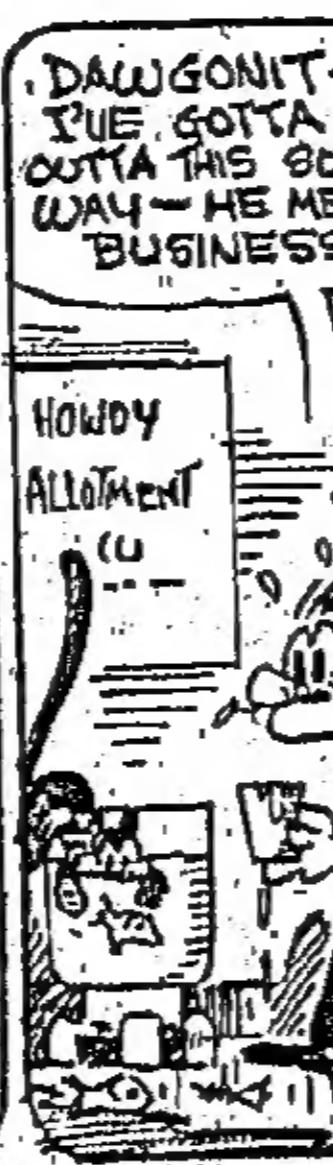
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THEOSOPHY.

INTELLIGENT THEORY OF THE UNIVERSE.

At the last public meeting of the Hongkong Lodge Theosophical Society on Thursday, Mr. H. E. Lanepart gave an address on "Theosophy." He said in brief: Theosophy may be described to the outside world as an intelligent theory of the Universe, although for many who study its principles and apply them in their daily lives it is no more a theory but a fact. The light it throws on the evolutionary journey, the needless suffering—caused by ignorance of the all embracing laws of the one life—it enables people to avoid, is one of the things that make Theosophy of great practical value in daily life. It presents a definite system of self-development, of character building, of purification and illumination, and those who study its remarkable statement come into an entirely new way of looking upon existence, the nature of Man and God, and the purpose and aim of Life. As the Theosophical truths become realities to the consciousness, and the "unexplained laws of nature and the powers latent in Man" are better understood, the Theosophical student begins to see and feel his tremendous personal responsibility for an intelligent co-operation in the Glorious Scheme of the Great Architect of the Universe, and his duty for an intelligent unfoldment of the divine powers entrusted to him as a Son of God, and his more or less vague hope of immortality changes to positive personal knowledge of it. The facts about life which become revealed through the study of Theosophy are of supreme importance to all, as we not only see how we can tremendously accelerate our own development by working in harmony with the hidden laws of evolution but also how to help others to evolve harmoniously, by thought and action and absence of waste to make ourselves more useful, first to the small circle of those we love and then gradually by degrees, as our power through knowledge and well directed service increase, to the entire human race. In the light of the information placed before earnest students of Theosophy one feels oneself lifted to a higher point of view, and one sees how narrow and irrational—in the greater scheme—is the petty personal thought and one begins to regard everything not merely as it affects our infinitesimal selves, but from the wider standpoint of its influence upon humanity as a whole.

Its Outlines.

The broad outlines of Theosophy have been known in the world for thousands of years, and so they are known at the present day. There are three truths which are absolute. I. God exists, and He is good. He is immortal in all and there is nothing which is without Him. II. Man is immortal, and his future is full of splendour and glory. III. A Divine Law of absolute justice rules the world, so that each man is in truth his own judge, the dispenser of glory and gloom to himself, the decreer of his life, his reward, his punishment. From the First Great Truth it follows: 1. That, in spite of all appearance, all things are definitely and intelligently moving together for good; that all circumstances, however, untoward they may seem, are in reality exactly what is needed for our divine progress; that everything around us tends, not to hinder us, but to help us, if we would only understand. 2. That, since the whole Divine scheme thus

THE COAL STRIKE.

MINERS AND THE EXTRA HOUR.

London, June 25. A plan for an armistice in the coal dispute was made by Mr. A. J. Cook when interviewed by Reuter at Coventry.

He suggested that the Government withdraw the hours Bill, and agree to reopen the pits immediately on the April terms, then arrangements could be made with the workmen's representatives whereby a settlement could immediately be reached, which would give the miners justice and secure finality without compulsory arbitration. Let the Government hold out the hand of friendship by making a definite and clear attempt at a peaceful settlement, then he and his colleagues would give every assistance, provided the miners were guaranteed economic security.—Reuter.

A DISASTROUS BLAZE.

SILK FACTORY BURNED DOWN.

Paris, June 25. Fire completely destroyed the silk factory at Belle Garde, and the damage is estimated at several million francs.—Reuter.

tends to man's benefit, clearly it is his duty to learn to understand it. 3. That when he understands it is also his duty intelligently to co-operate in this scheme. From the Second Great Truth it follows: 1. That the true man is a soul, and that his body (in fact his several visible and invisible bodies) are only his instruments, through which He, the Divine Son of the Divine Father, infallibly will learn in time to reveal the full glory of His Divine birthright. 2. That he must, therefore, regard everything from the standpoint of the soul, and that in every case when an internal struggle takes place he must realize his identity with the higher and not the lower. 3. That what we commonly call his life is only one day in his true and larger life which is not affected by so-called "births" or "deaths" in the physical world. 4. That death is a matter of far less importance than is usually supposed, since it is by no means the end of life, but merely a change in consciousness with the dropping off of one of our bodies—the densest—the physical, only. 5. That man has an immense evolution behind him, the study of which is most fascinating and instructive. 6. That he has also a splendid evolution before him, the study of which is even more fascinating and instructive. 7. That there is an absolute certainty of final attainment of salvation or liberation for every human soul no matter how far he may seem to have strayed from the path of evolution. From the Third Great Truth it follows: 1. That every thought, word, or action produces definite results, as all Humanity is One Life, and Harmony, equilibrium, will always re-assert itself bringing either happiness or woe to man. 2. That it is both the duty and interest of man to study this divine law closely, so that he will be able to adapt himself to it and, use it as we use other great laws of nature. 3. That it is necessary for man—the soul—the immortal divine Ego within—to attain perfect control over his bodies of action, of desires and of thought so that he may guide his life intelligently towards perfectly unfolded, perfectly manifested Divinity, in accordance with God's great Plan for men.

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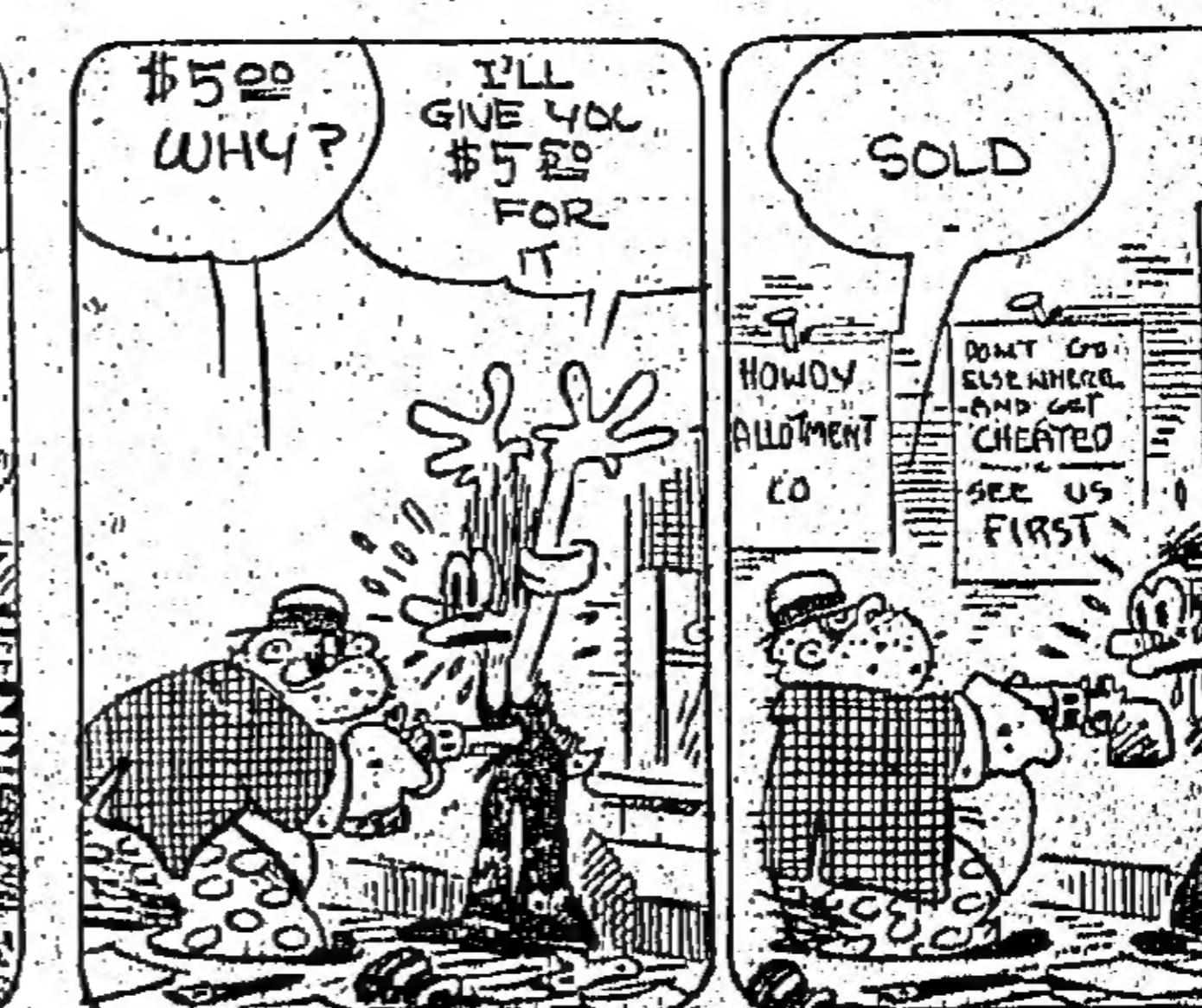


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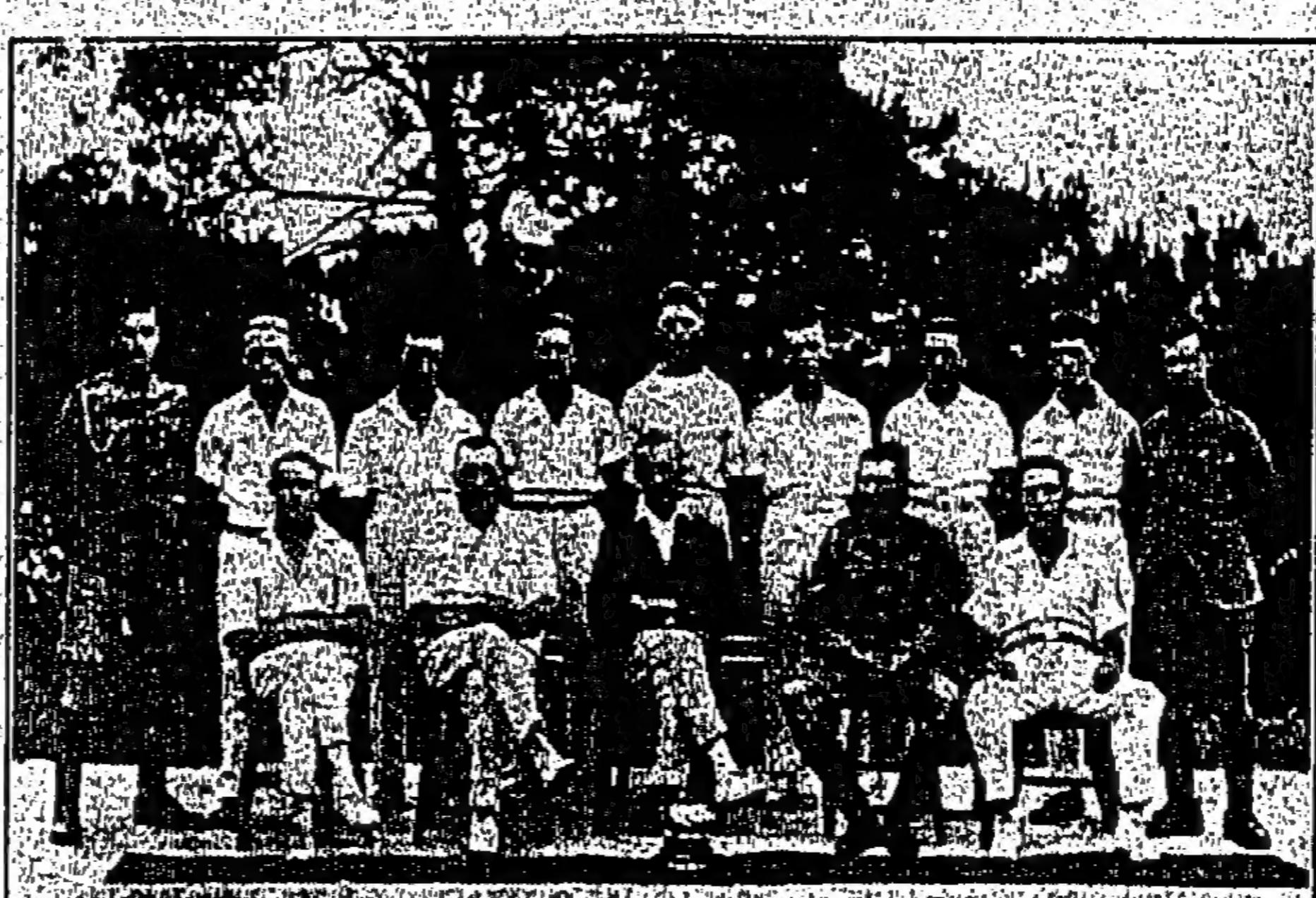
What's a \$20,000 Loss Compared to a 50c Gain?



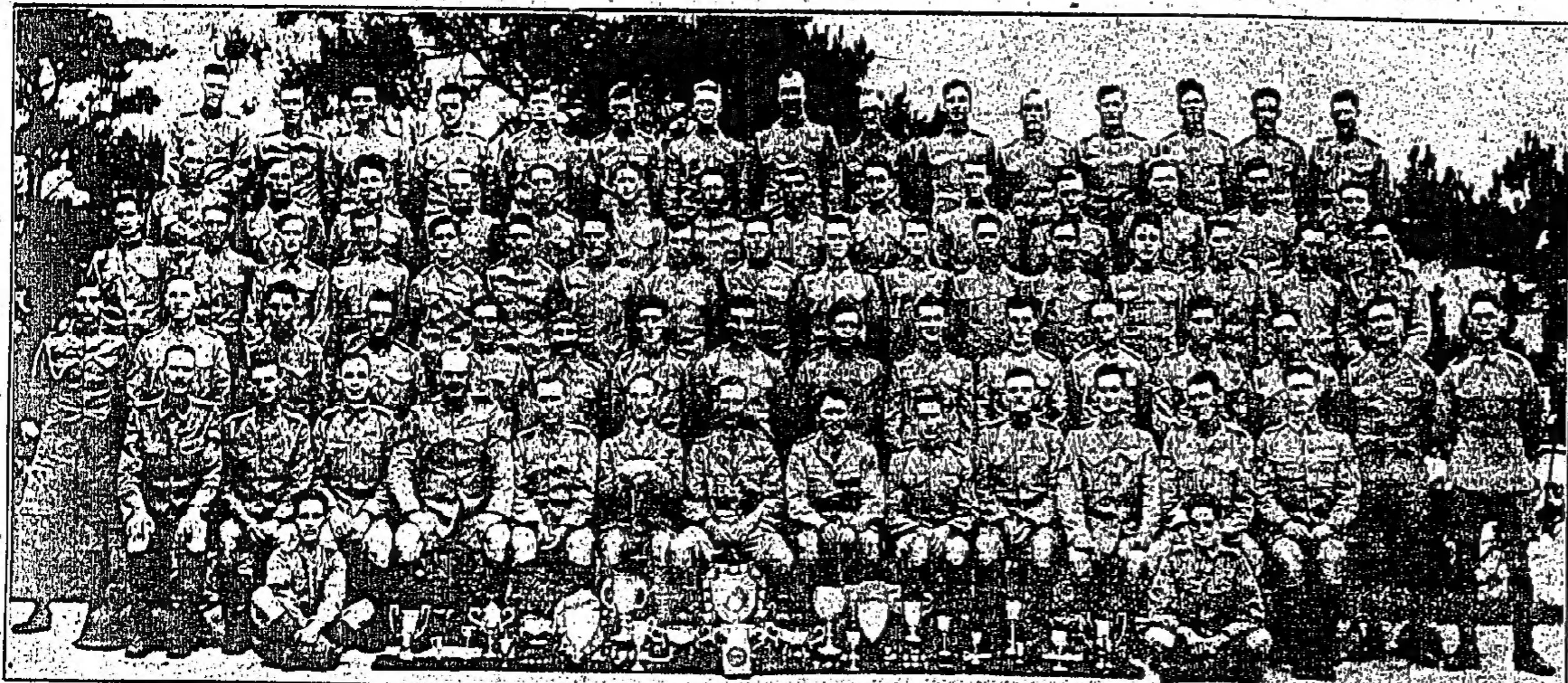
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Above is seen the athletic team of the 25th Heavy Battery, winners of the R.A. Athletic Cup. (Photo: A. Hing).



The 25th Heavy Battery XI, winners of the Royal Artillery Cricket Cup. (Photo: A. Hing).



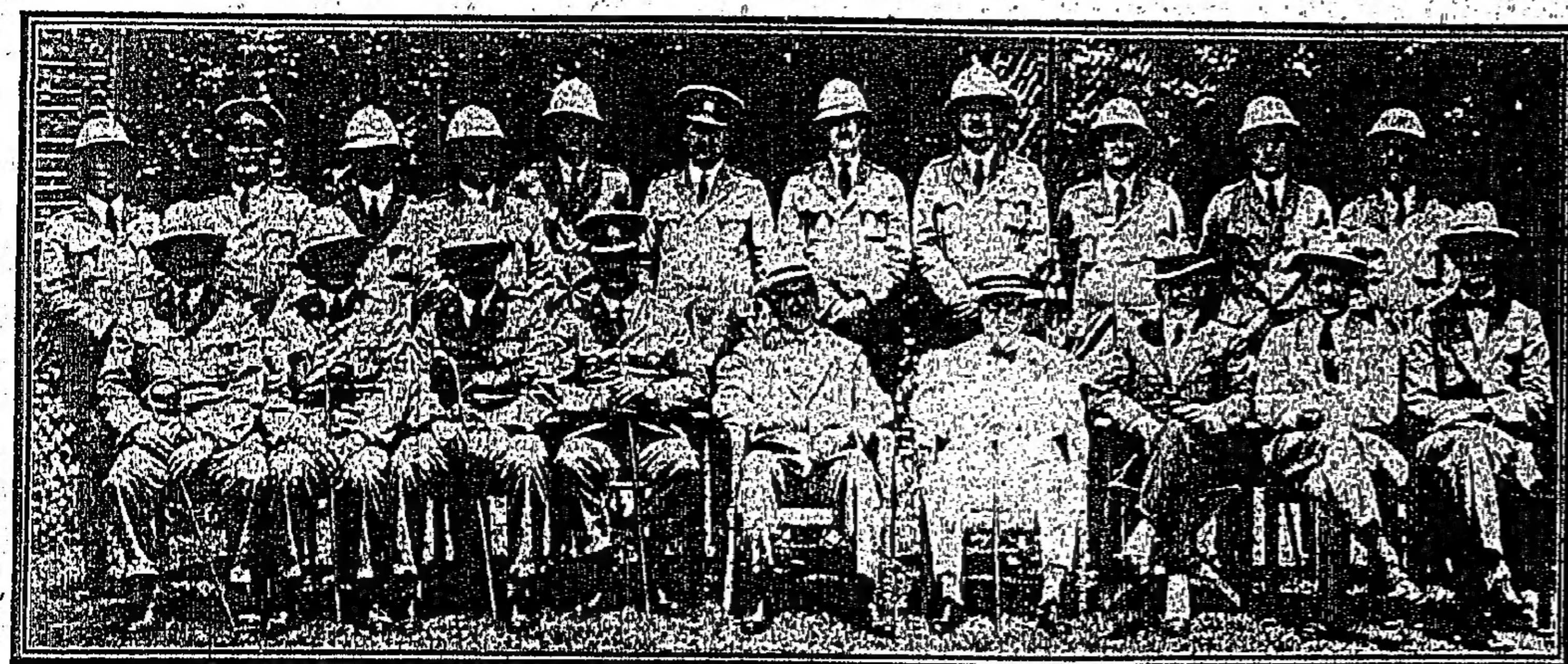
This picture shows the officers and men of the 25th Heavy Battery, Royal Artillery, stationed at Stonecutters, with their numerous sporting trophies. (Photo: A. Hing).



H. R. H. the Prince of Wales, with Earl Haig, marching at the head of a procession of the British Legion, who were inspected by H.M. the King at Buckingham Palace.



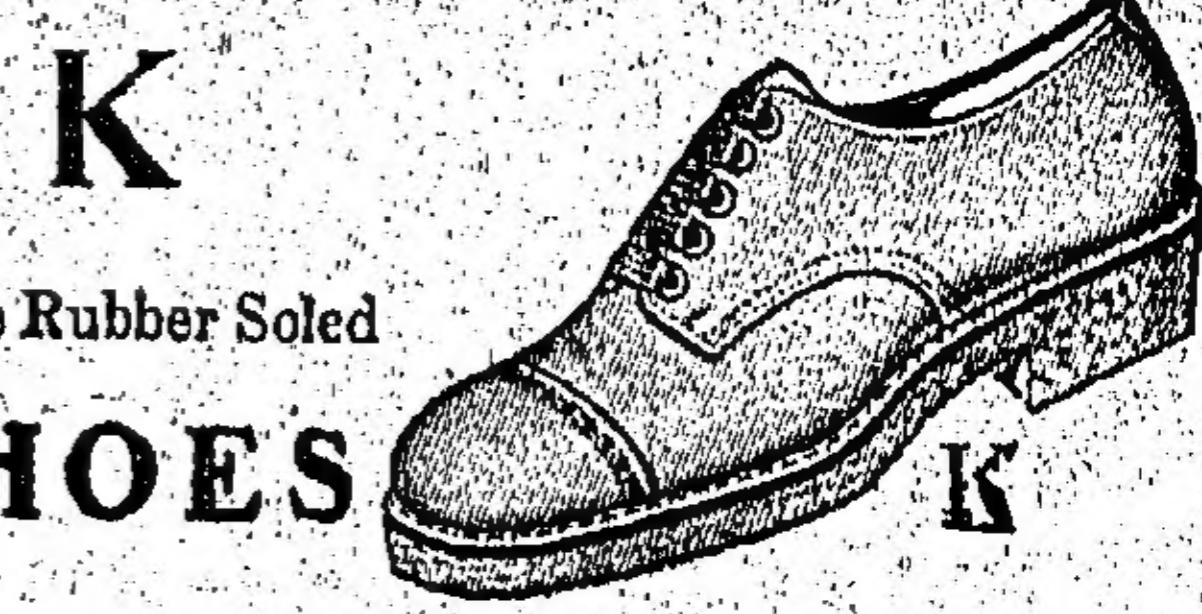
The Prince is shown above inspecting members of the British Legion with their colours on the Horse Guards Parade in London.



Mr. A. L. Anderson, who was principally concerned in the formation of the Shanghai Municipal Police Reserves, was "at home" to the unit at his house recently. Our picture includes Mr. Anderson, Hon. Assistant Commissioner of Police (Reserves); Mr. Fosenden, Chairman of the Shanghai Municipal Council; Mr. R. G. Macdonald, Assistant Commissioner of Police (Reserves); Captain E. I. M. Barrett, Commissioner of Police; Capt. R. M. J. Martin, and other Police officers and officers of the Reserves.



Mr. John Grant, former Chief Detective Inspector of the Hong Kong Police Force, who has just retired after 30 years service. He left for Home on Thursday by the s.s. Empress of Asia and intends settling down in Scotland.



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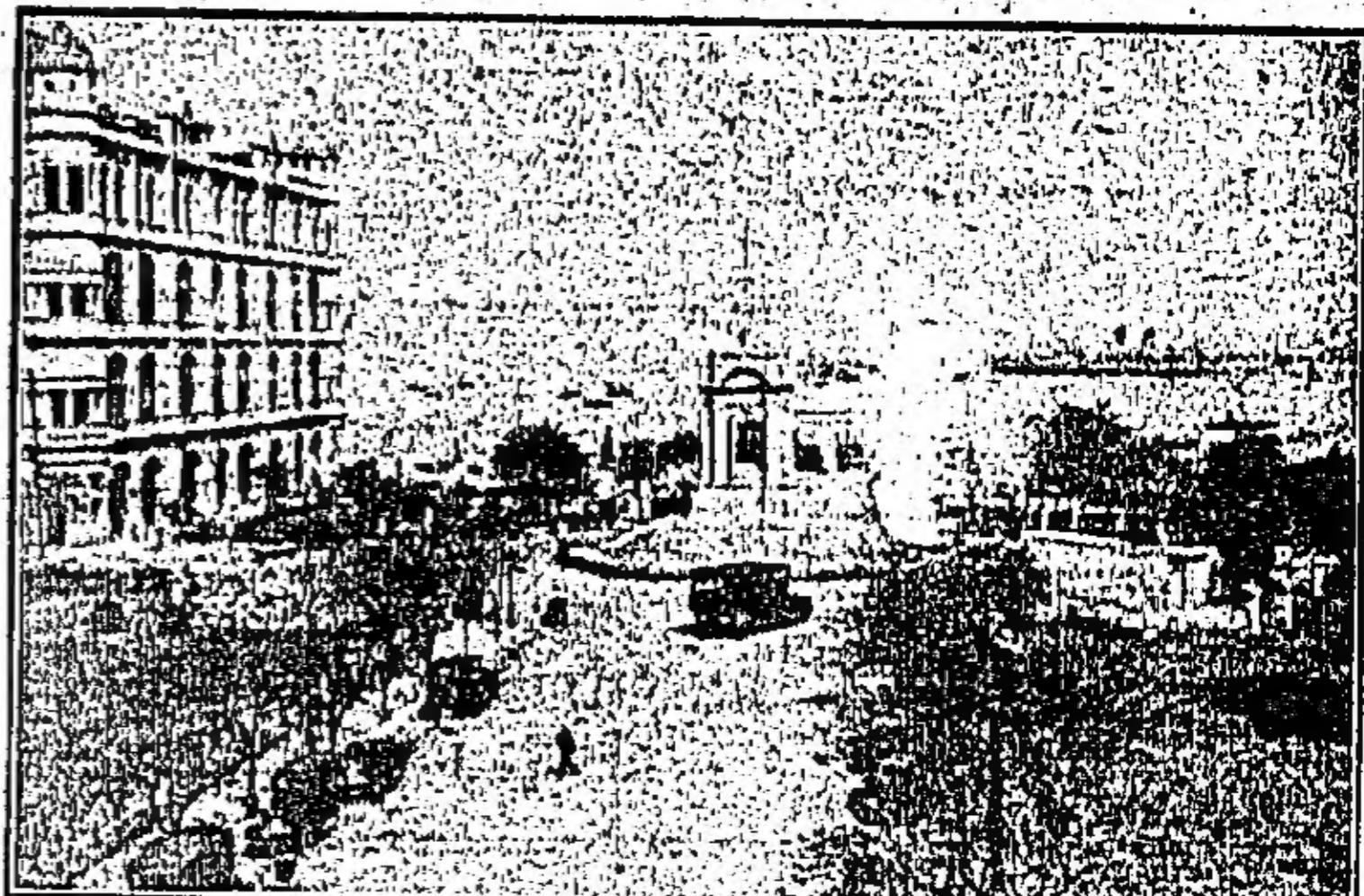
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WANTED to purchase, PEAK HOUSE, near summit. For disposal No. 8 Peak, No. 5 Glenalay, several houses wanted for October, November tenancies. Mortgages negotiated. Tel. 4630, Hongkong Small Investors, Share and Real Estate Co.

FOR SALE.

FOR SALE—1 Western Union Code book \$20.00 as good as new. Cost \$40. Please apply Box 22 care of Hongkong Telegraph.

PREMISES TO LET.

TO LET.—A FLAT of three large and airy rooms. Apply to H.M.H. Nemaze.

TO LET.—Top FLAT in No. 2, Hart Avenue, Kowloon. Apply to Spanish Dominican Procurator.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—New Bungalow at Redhill, Tytam. Partly furnished, excellent bathing facilities, suitable for country Club or residence. Rent moderate. Apply Box No. 14, care of "Hongkong Telegraph."

TO LET.—At Piper's Hill, above Cheung Sha Wan, two newly built houses, each six rooms, Separate Servant Quarters, Garden, etc. Full view of the harbour. Rent Moderate. Apply P. O. Box No. 537.

TO LET.—Furnished FLAT in Happy Valley, with three bedrooms, dining room, European bath with geyser flush system, kitchen with gas stove. Rent \$180.00 monthly in advance. Write P. O. Box 639.

RAFFLE.

Ticket No. 447 Won
The 6 Cylinder Motor-Car
The Draw was delayed
from June 10th until June 23rd
The car can be collected
from Kennedy Town.

FOR
THIS WEEK'S
BARGAINS IN
MOTOR CARS
AND
MOTOR CYCLES,
SEE SPECIAL
ADVERTISEMENTS
IN THE
MOTOR SUPPLEMENT.

OUR MOTTO

"If you can't see it in our window ask for what you want inside our store."

BOOKS STATIONERY
PERIODICALS & FASHIONS

BREWER & CO.
Tel. C. 696. 10, Peader St.
Opp. H.K. Hotel.
OPEN TILL 7.00 p.m.

NOTICE

THE "INNAMINCKA" STEAMSHIP COMPANY, LIMITED.

IN VOLUNTARY LIQUIDATION.

Notice is hereby given that the Final General Meeting of the Company, called in pursuance of Section 188 (1) of the Companies Ordinances 1911-1926, will be held at the Offices of the Liquidator, Messrs. Lowe, Bingham & Matthews, Chartered Bank Building, 3 Queen's Road, Central, Hongkong, on Friday the 30th day of July 1926, at 12 o'clock noon precisely, for the purpose provided for in the said Section.

JOHN FLEMING, C. A.
Liquidator.
Hongkong, 22nd June, 1926.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$8 for the small size, and \$12 for the large size. Please apply to the Cashier. Hongkong, May 6, 1926.

MESSRS. KOMOR AND KOMOR.

Art and Curio Experts temporarily removed to St. George's Building, Chater Road, 2nd Floor Lift.

All are cordially invited to view our fine collection.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

H. K. V. D. C.

MOTOR CYCLE GYMKHANA

Sat. July 10th 1926

HANDSOME PRIZES

Entry forms and full particulars from members of the Gymkhana Committee, or from the offices of "The Hongkong Telegraph."

KOWLOON CRICKET CLUB CONCERT POSTPONED

on account of
unsettled
weather

CHURCH NOTICES

A CHARGE OF ONE DOLLAR IS MADE
FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, June 27th, 1926. Fourth Sunday after Trinity, Holy Communion (8 a.m.), Matins (11 a.m.), Preacher: Rev. E. W. L. Martin, Litany for sick (12 noon), Evensong (6 p.m.), Preacher: Rev. G. E. S. Upsdell.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Christian Science." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

also

I Enamel Bath.

On view day before sale.

Terms:—Cash on delivery.

E. V. M. R. DE SOUSA,
Auctioneer.

Hongkong, 22nd June, 1926.

LAMMERT'S AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

of the
Very Valuable Leasehold
Property,
situate near
REPULSE BAY
and

DEEP WATER BAY,
HONGKONG,

with a newly erected
Dwelling house thereon

to be sold by

PUBLIC AUCTION,

with vacant possession
on MONDAY,

the 12th day of July, 1926, at 8 p.m.

by

MESSRS. LAMMERT BROS.

Auctioneers,
at their Auction Rooms,

Duddell Street.

The Property consists of:

All that piece or parcel of

ground situate near Repulse Bay

in the Colony of Hongkong and re-

istered in the Land Office as

RURAL BUILDING LOT No. 208,

Together with a two storied Eu-

ropean House newly-erected there-

on comprising on the Ground Floor

A Large Hall, Drawing Room,

Dining Room, Library with wide

verandahs, overlooking garden and

Deep Water Bay, kitchen and

ample servants' quarters on the

North side, on the first floor four

bed-rooms, four bathrooms, drying

room, amahs rooms, hot and cold

water service and flush water sys-

tem throughout the house, garage

and large garden with tennis court

held for the residue of the term of

75 years from the 8th June, 1922,

for a right of renewal thereof for

one further term of 75 years.

Area, 70,636 sq. ft. or thereabouts.

Crown rent, \$324, per annum.

The crown lease of the premises

contains a clause whereby the

consent in writing of the Governor

for Hongkong is required to any

Assignment of the said premises.

For Particulars and Conditions

of sale apply to:

MESSRS. DEACONS,

1, Des Vaux Road, Central

Vendor's Solicitors,

or

MESSRS. LAMMERT BROS.

Duddell Street,

Auctioneers.

Entry forms and full par-

ticulars from members of

the Gymkhana Committee,

or from the offices of "The

Hongkong Telegraph."

4, Duddell Street.

If you have anything you would

like to sell; exchange or advertise

send it to the CHINA AUCTION

ROOMS.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

The undersigned has received

instructions to sell by Public Auction,

(For Account of the concerned),

on TUESDAY,

the 29th June, 1926, commencing

at 2.45 p.m.

at No. 8, Jordan Road, (top floor)

Kowloon,

A Quantity of Valuable Household

Furniture & Sundries, &c.

Comprising:

Teak Double Bedsteads, Ward-

robes with mirrors, Sideboards,

Dining Table & Chairs, Sofas and

Arm-chairs, Overmantles, Hat-

stands, Dressing Tables, Wash-

stands, Book-cases, Chests of

drawers, Flower stands, Clothes

hangers, Screens, Meat Safes, Cutlery and Glassware, Porcelain

Vases, Electric Table Fans, Cur-

tains, Frames, Filter, Trunks,

Books, Rugs, Wall Clocks, Flower

Pots with plants, cooking utensils,

&c.

also

I Enamel Bath.

On view day before sale.

Terms:—Cash on delivery.

E. V. M. R. de SOUSA,

Auctioneer.

Hongkong, 22nd June, 1926.

CONSIGNEE NOTICES

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',
HAMBURG, ANTWERP, &
STRAITS.

The Steamship

"BENLAWERS"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, 1926, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 17th July, 1926 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns,

HONGKONG HOTEL.

DINNER DANCE
IN THE
ROOF GARDEN
ON
Saturday, 26th. June 1926.
8 p.m. To Midnight
\$4.00 Per Head.

THE HONGKONG & SHANGHAI HOTELS, LTD.

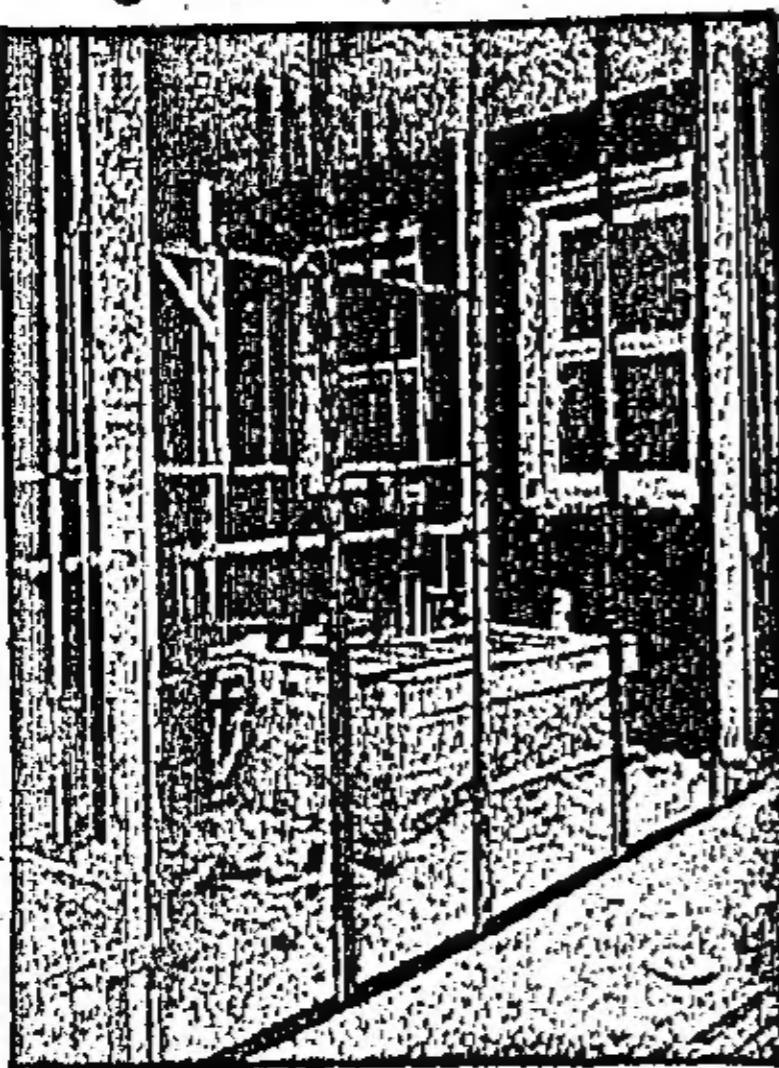
SIMPLEX PARTITIONS

and Ceilings

Fireproof



Damp proof



Rapid



Economical

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HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION Co., Ltd.
Tel. C. 8740. 2nd Floor, Powell's Building.

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TO.

ADVERTISING & SALE

communicate with

J. E. HANCOCK

Publicity Agent and Commercial Artist

Morning Post Building.

CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF
PERSONAL ACCIDENT
and
SICKNESS
INSURANCE
WRITE FOR PROSPECTUS
HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG, TEL. C. 1121-2

There are no better Cigars than

JEAN VALJEAN



MANILA CIGARS MADE
IN MANILA

Bankers	25s	\$7.25	Reina Victoria	50s	\$ 5.50
Coronas	25s	8.25	" Presidents "	100s	10.75
Bon Ton	25s	5.00	High Life	50s	6.90
Excelentes	25s	5.00	Londres	50s	4.25
Especiales	25s	4.00		100s	6.25
Etc.			Etc.		



GLOOMY LONDON.

BRITAIN SLOW TO BRIGHTEN HER CITIES.

The following is an American's impression of London:-

London is a city where sunshine is so irregular as to make the weather the foremost topic of conversation. Every one talks about it, and, as Mark Twain remarked, nobody offers to do anything about it. The cause of this irregularity, however, might to a large extent, be removed. It is not, as one might imagine, some gross defect in climate. London will be gloomy, while the countryside, just beyond the suburbs, is laughing in radiance. The cause of London's gloom is smoke. The cause of the smoke is the misuse of coal fuel. And the remedy for this misuse is electricity.

What is true of London is equally so of Birmingham, Manchester, Leeds or almost any other great British city. In England, tens of millions of people are starved for sunshine and suffer in body and spirit to an extent hardly to be estimated. The present generation of Englishmen has unquestionably lost hundreds of millions of dollars' worth of productive energy by laying a smoke screen against the sun.

One would think that if a nation were losing vast sums through extravagant use of fuel, and depleting its resources and actually shortening the precious lives of its members, it would do something about it. If that nation were the mother of the greatest empire in the world one would expect it all the more.

If it neglected doing something immediate and sane one would imagine the path of action must be strewn with insuperable obstacles. Either nature herself must be against the reform, or the money required was going for still more urgent requirements. Not so with England. Money is spent to maintain a great navy when there are no foes on the seas, and a sizable army when there are no foes in the field. Money is lavished to support men and women in idleness because they have no work. It is spent on pensions, roads, schools, for a bulky list of items. The money is there. It merely is England's choice to spend it on objects other than electricity.

An examination of Great Britain's natural resources discloses that they consist chiefly of coal—more coal, in fact, than blesses any other nation occupying so small a home. The coal might be converted into electrical power at the mines and the power transported to all parts of the country by cables at a much lower cost than the expense of hauling coal. Every house in the country might be heated electrically, every factory, wheel turned by electricity, at a huge reduction of the cost of these items to-day.

Every one in England, more or less, knows this and hears it numberless times. And still next to nothing is done. England was laid out by the engineer of nature to be an electrified country. Not only that, the coal industry is dying and unless electricity is resorted to, it may be ruined. Electrification would not only be a boon to-day, it would stave off calamity.

And yet nothing is done. Hardly anything is even proposed. Mr. Baldwin has introduced an electricity scheme which is a step in the direction of electrification, but it is only a step and one that cannot be completed for fifteen years. His measure will co-ordinate and link up the power plants into a great chain with standard equipment. The weak, expensive plants are to be allowed to wear out and then will not be replaced. And ultimately England is to have power at 2 cents a unit (kilowatt hour).

Electricity could be brought down to ½ cent a unit if only drastic measures were to be applied. And even at twice that it would replace almost every conceivable fuel for most purposes. And then the cities would see the sun as often as the cheeriest hamlet. Even more, electricity would perform most of the household chores, wash the clothes, wash and dry the dishes, cook the meals, and so slay most of the ogres in the city jungle.

As a London resident, I recently moved into a new house and vowed I would practice what I had so often electrically preached to my English friends. I had coughed in the London fog, wasted countless hours washing my grimy hands and spent what should have been holiday money paying exorbitant laundry bills, and now I rejoiced in the opportunity to do unto the community that I wished

the community to do unto me.

I discussed electrical appliances with travellers from America. I heard about electric radiators, washing machines, dish-washers, cook stoves, toasters, tea kettles, irons, hot-water heaters. And as I heard of each one again, I visualised it as installed in my house and my envious English friends looking on with astonishment.

When it came to find the retail departments of the great electrical dresses. Much to my bewilderment they were in districts I had never penetrated, and by the time I reached the first one I had walked through several blocks of sordid slums. "A queer place," I thought, "for the modern Englishman to have to go to be up to date."

I came to a two-story building, not much larger than a general store in a small American town, and climbed up a narrow wooden stairway. This was the place to see electrically heated hot-water radiators. I knocked on a door. A clerk came out and, hearing what I wanted, went to find the manager, leaving me cooling my heels for some time in the corridor.

I was ushered finally into the office of the manager and in detail told him what I wanted to do. He explained the radiator he had for sale and what they cost. I asked about the expense of upkeep.

"Where do you live?" he inquired. I told him the district. "Ah!" he went on, "that is supplied by the so-and-so electrical company. You pay 3 cents a unit plus 40 per cent. At that rate one radiator would cost you 37 cents a day, and eight would be—". He turned to me grimly. "I may as well be frank with you. It will cost you eight times as much as coal and three times as much as gas. You would be foolish to install electricity for heating. I may be a poor business man to tell you so. But that is my advice." People like you can't put in electricity for such things with companies charging as they do. Even so, you're not so bad off as in some districts. They charge up to 10 cents a unit."

"You ought to be the busiest man in London," I said, mournfully, "and here you are, hidden in a corner of London, telling me not to install something you sell."

"I know," he sighed. "It will come some day—but it isn't here yet." I thanked him for his candor, rapidly figuring how much I should have spent for heating alone if I had realised my dream of electrically heated water radiators.

Then I came out on the street. The winter rain that had once been clean in the clouds was dripping like ink from the roofs, and even the spattered pavement was grimy. The air impure, I coughed. It was cold, and I rubbed my hands; they were black as a miner's. I blew my nose; my handkerchief showed a black stain where it had touched my nose. A dirty urchin ran past, dressed in clothes that were nearly stiff with soot. His face, under smears of dirt, was pale with anemia, merely for the want of sunshine. And I could not even heat my own home with electricity, as my small share to make a cleaner London.

MR. J. H. THOMAS SUSPECT.

OBJECTION TO ELECTION TO COLONIAL INSTITUTE.

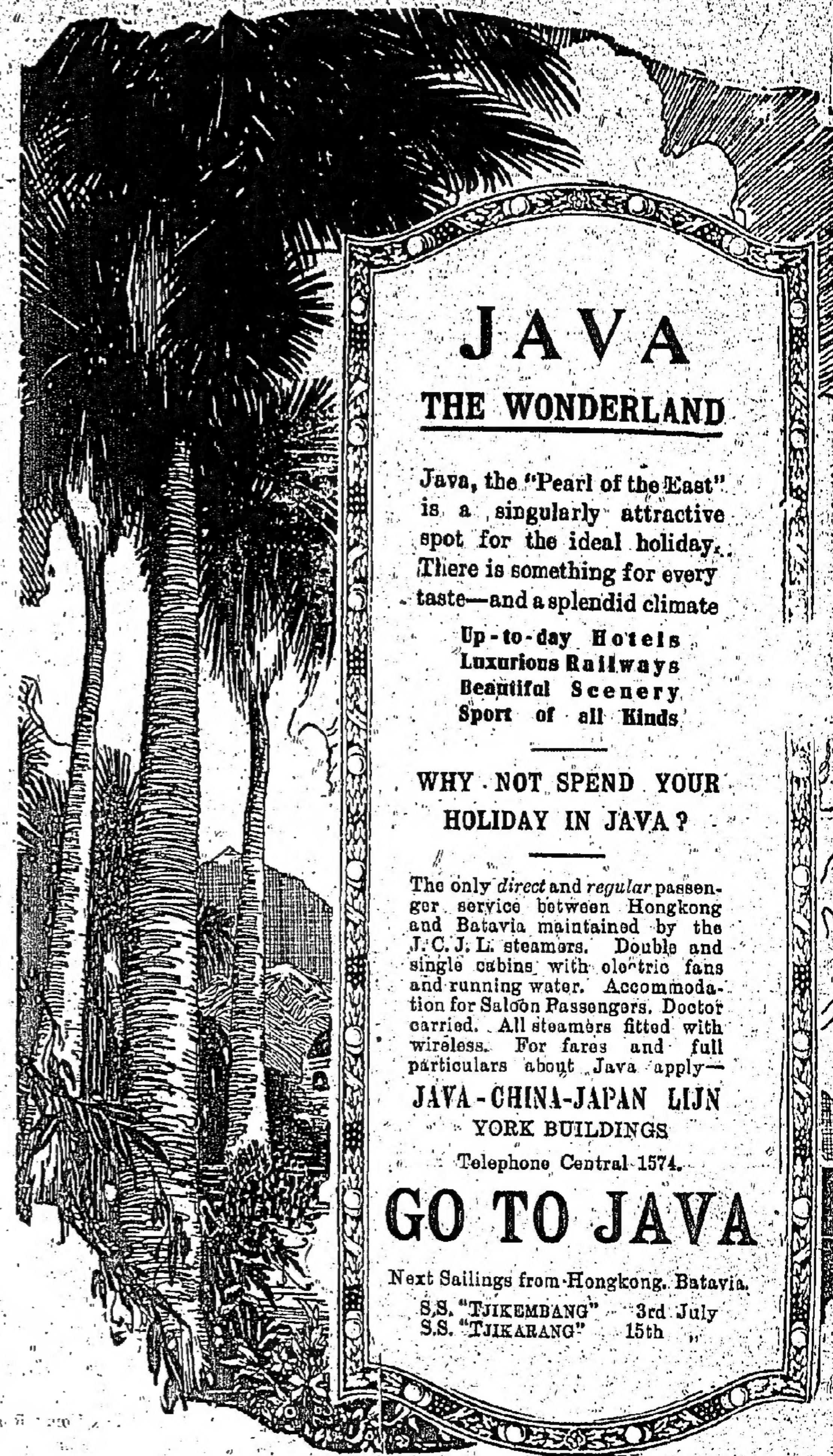
When the name of Mr. J. H. Thomas, M. P., was read at the annual meeting of the Royal Colonial Institute recently for confirmation as one of the vice-presidents, Mr. de Little, in view of what had happened in the last fortnight, objected, and moved that the name be deleted.

Lord Stanley of Alderley the chairman, said that every previous Secretary of State for the Dominions and Colonies had been invited to be a vice-president of the institute. They must remember that this strike—dangerous and lawless as it was—was a strike inspired by not ignoble ideals.

Sir Charles Lucas said the Prime Minister had told them to put away recriminations and bitterness. If the motion was carried it would go forth that the patriotic body that stood for trying to help every class in the Empire was giving a lead to ostracise a man who was on the other side.

Mr. de Little then withdrew the motion.

The meeting agreed to this course, and the original resolution was then passed.



JAVA THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate.

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all Kinds

WHY NOT SPEND YOUR
HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J.C.J.L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—
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YORK BUILDINGS
Telephone Central 1574.

GO TO JAVA

Next Sailings from Hongkong, Batavia.
S.S. "TIJEMBANG" 3rd July
S.S. "TIKARANG" 15th

Your Home Should Have
A Real Bathroom

There is nothing that will bring
so much health and comfort.

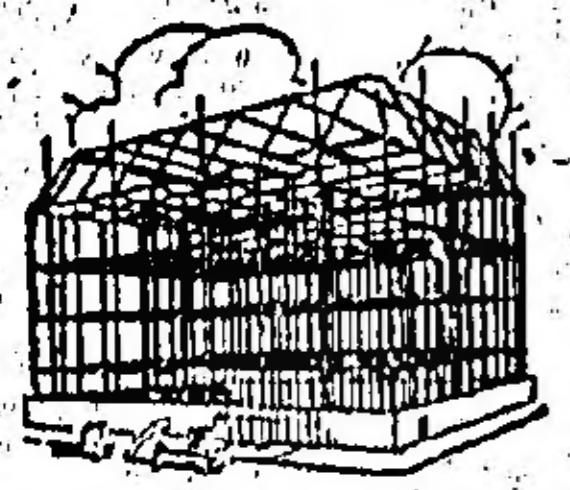
We Employ A Thoroughly Competent Staff Under Efficient European Direction

Specifications and Estimates submitted on request

Latest Bathroom Appliances on view at our China Bldg. Showroom.

C. E. WARREN & Co., Ltd.
Opposite Queen's Theatre - Telephone C. 269.

DIGESTIBILITY the vital factor in Baby's Food



As Baby develops so the 'Allenburys' System of Infant Feeding is adjusted to his needs. Give Milk Food No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 from six months onwards. Each gives the best nourishment in the most readily digestible form for its particular age.

SEE what thought—and care—and skillful craftsmanship go to form the steel skeleton for a beautiful edifice.

Future Strength depends on the framework.

What an admirable thought for Baby! Mother is the builder. If the framework is sturdy and strong, Baby will be better able to withstand the storm and stress of life—both in childhood and in manhood.

'Allenburys' is a builder, too! A food of perfect nourishment and real digestibility. A food which makes bone and sturdy, hardy frame. Perfect digestibility is the secret of its reputation.

Write for Booklet & Free Sample tin
A free 1/4 lb. tin of 'Allenburys' Food will gladly be sent to every mother who writes, giving Baby's age. Note how readily he digests it. With the free tin we will also send the 'Allenburys' book, 'Infant Feeding and Management,' 120 pages of practical information concerning Baby's welfare. Write to-day mentioning this paper.

Allen & Hanburys, Ltd.
40 Canton Road,
Shanghai.



A MISTAKE.

JUST A FAIRY TALE.

[By Jane Doe.]

The situation has got to what is called a pitch.

They say that, you know, when things are very black, As black as pitch!

The Bobbed-Haired Mamma, whose little daughter had flaunted mutiny-aboard flags from pewter-grey eyes for nigh on ten bitter days, desperately explored every avenue.

She tried Anger, laying down her work for the Smack. She tried Patience and Indifference. But it was when she tried to appeal to her child's Better Nature by saying "You don't realize that it hurts me far more than it hurts you!" that she completely lost her temper.

So would any self-respecting mother if she were laughed at like that!

"Very well, then! I shall not put up with your nonsense any further!" Her voice snapped so hard that the words might have been the popping of a lot of little patent-dress fasteners.

"The best thing we can do is to part. You obviously want another mother. I most certainly want another daughter—a better one. I shall take you back to where I got you from."

When they were shown into the private room of the Keeper of the Records of all Little Girls, that gentleman looked up from his desk and over his spectacles in great surprise.

"And, what can I do for you? he asked, as if he never expected to see such nice people there.

"I'm sorry to trouble you," began the Bobbed-Haired Mamma, "but the fact is, my daughter and I are very dissatisfied with each other, and would like a change."

Certainly, certainly! ... But, of course, we can't effect any change over without adequate cause. There must be reasons."

"We've plenty of those, I assure you. In the first place, we've no interests in common. My daughter prefers to buy 'comics' when I want her to read good books. Nor will she let me show her how to do things. And she's unreasonable. I spend a lot of money on her piano lessons, and she has a very nice voice, and yet when I ask her to play the Cherry Orchard or sing me the Happy Clown she makes as much fuss as if she were Paderevski or Galli Cicali. And, besides, she's growing too tall for me. Why, when I tell her to stand up in the bath, so that I can wash her neck the water actually runs up my arms. And...and..."

The Bobbed-Haired Mamma smiled rather lamely. The funny thing was that when she started out to pay this visit she had hundreds of dreadful things to tell the Recorder, but now she could only think of a few, and even they seemed silly...and vain...and certainly not worth giving up one small daughter for.

So the old gentleman looked over towards the little girl who was sitting bolt upright.

"Mamma's always 'don'ting me,'" she complained. "One day I counted nearly one million and a half 'don'ts.' And yesterday, when I told her that my new gloves fitted me, all but the little fingers, which were too big, and would she take them back, she laughed at me and told me not to be a silly donkey. Then she always grumbles if I read when I'm doing things. But I can't see why you can't read Coral Island and clean your teeth properly at the same time, can you? And..."

She, too, queerly enough, couldn't think of half the things she wanted to say.

But the Recorder hummed and hawed as he went through his card index file and bit the end of his pencil. "There seem to be faults on both sides," he remarked.

It was on the tip of the Bobbed-Haired Mamma's tongue to say, "But I'm tired of being answered back!" yet she couldn't bring herself to say it. It was on the tip of the little girl's tongue to say, "But I'm tired of Mamma biting my head off!" yet she couldn't bring herself to say it.

"This is very strange," murmured the old gentleman, "but I can't find any records of this child."

"Oh, that's ridiculous!" said the Bobbed-Haired Mother. "Mignon Mignonne is her name, and she was born on February 1, 1916."

CHINESE COURTS.

A CHINESE LAW STUDENT'S FRANK CONFESSION.

Chicago, Ill., May 1926.—Dr. Yung Li-yao, government student for China, who recently received his degree of doctor of law from Chicago University and is at present studying the American common law system, recently lauded the United States judicial independence and equity plan.

Two lessons which Chinese courts can learn from United States courts are the value of judicial independence as based upon tenure of office and the value of the equity system of enlisting the aid of experts to give their opinions on questions of fact, and accepting these as advisory rather than binding opinions, Dr. Yao said recently.

"The trouble with the judicial administration of China is not with the law or with the judicial bodies proper but rather with the enforcing bodies of the executive branch of the government's," he said. "These are dependent upon the political stability which in turn is determined by foreign relationship and economic condition, largely at the mercy of foreign powers."

"The courts themselves," he continued, "are undergoing constant modification. At present they are divided into local courts of first instance, provincial courts of appellate jurisdiction and the supreme court. All have both criminal and civil jurisdiction. There is no jury trial, a system similar to the equity court system prevailing. All cases involving the government are tried in separate courts."

"The choice of a jury trial or the waiver of that trial is one of the excellences of the American system as I see it," said Dr. Yao. "It at once protects the individual in his rights and gives a possible means for expediting trials."

LIBEL ACTION.

£350 CLAIMED FOR WOMAN.

A woman's letter containing an alleged libel against a concert agent, was read in the King's Bench Division recently.

Mr. Lauchlan George Sharpe, of Tooling Bac-gardens, Streatham, said to be sole agent for Messrs. Paderevski and Chaliapin, then claimed damages from Miss Eleanor W. Steele, of Linden-gardens, London. The words complained of were contained in the following letter from Miss Steele to Miss Helen Sealy regarding a concert at the Aeolian Hall:

I should have been pleased to go to your concert, were it not that L. G. Sharpe is agent. In no circumstances would I go to any concert for which he is responsible and I think that this opinion is very largely held in London.

Miss Sealy, a client of the plaintiff replied:

I have not the pleasure of knowing your name. Mr. Sharpe is known to the profession as one of the best and straightest agents in London and provinces. Miss Steele, added counsel, also wrote a similar letter to other clients of plaintiff.

After the adjournment it was announced that parties had arrived at a settlement. Miss Steele it was stated, sincerely regretted having written the letters. She had agreed to pay the sum of £350, to include costs.

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SERVICE WILL GIVE YOU SATISFACTION.



Every care taken with all work entrusted to us.

THE INTERNATIONAL DRY CLEANING AND DYEING CO.
19, WYNDHAM ST., HONGKONG
—AND—
36, NATHAM ROAD, KOWLOON

MASSAGE

Mrs. HANA INOKUCHI begs to notify her clients that she has returned to the colony, 6, Ashley Road, Kowloon. Tel. K. 754.



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VIA —

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Queen's Road C.

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To-night!

YOU must look even lovelier than he has dreamed—your hair gleaming—your eyes deep pools of glory—your arms warm ivory with never, never a trace of shadow.

X-BAZIN will give your arms—underarm and fore-arm—and your neck this immaculate beauty. Pleasantly, safely, almost instantaneously, this marvellous French depilatory removes superfluous hair. It leaves the skin smooth and creamy and, does not coarsen, darken, or increase future growth. And it is scented—so very delicately. For his sake and your own—use X-BAZIN to-night, of all nights!

Manufactured by
HALL & RUCKEL, Inc.
New York, U.S.A.

X-BAZIN
Famous French Way of Removing Hair

Inclusive Agents for South China
D.H. KOTEWALL & CO., P.O. Box 252, Hongkong

Real delicacy of aroma, but without loss of natural tobacco taste and character—that's the whole story!

Chesterfield



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BREWED BY
DAI NIPPON BREWERY
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TOKYO JAPAN

Specially Brewed for Export.

Sole Agents:-

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Baby Frocks & Boy's Suits Dainty Ladies' Underwear. Fancy Sunshades. Also Fine Selection of

DRESSES, GOWN & HATS

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"COLD IN THE HEAD" INFLUENZA, CATARRH.
An occasional dose "Nips in the bud" the incipient Cold.

Prepared only by

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Consulting Engineer

AND—

Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines
Marine, Stationary and Ligh ing.

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Via SUEZ, AMERICA and CANADA

Full information given in regard to travel by the above routes, fares, sailings, dates, etc. Our interpreter meets all steamers at Marseilles where every facility is given to passengers travelling overland to points in Europe.

If you have already booked your passage, we can arrange your overland tickets to all important cities in Europe. Baggage insurance effected. Travellers' cheques and Letters of Credit issued. Heavy baggage collected and shipped.

Thos. Cook & Son, Ltd.
(Incorporated in England)

Pedder Building, Head Office—Berkeley Street,
(Opposite Hongkong Hotel) Piccadilly, London, W. 1.

HANKOW SHOOTING.

**SHANGHAI GANG HELD
RESPONSIBLE.**

Hankow, June 16.—Police investigations have revealed the fact that a gang of Shanghai desperadoes were responsible for the sensational shooting affair here on Friday, June 11, when three Chinese policemen were killed and four seriously wounded in a fight with the robbers who raided the YI Loong native bank.

Although little has been said about the measures taken by the Chinese authorities to trace the robbers, it now comes to light that some very smart detective work has taken place resulting in nine of a gang carrying firearms being arrested. There are good grounds for thinking that among these are the three who are responsible for the shooting, for one at any rate has been recognized. The bandit, it has been found, have no connexion with local troops, but have come up from Shanghai. They are being detained meantime till further information is procured.

How Arrests Were Made.

The story of the steps taken which led up to the apprehension of the gang reads like a first class detective tale. The gang having come from Shanghai were not known to the authorities, but they made their first bad break by selecting June 11 as the day for their affray. In doing this, they nullified their disguise as soldiers for on that day all troops not on duty were kept in barracks. Thus the authorities were in a position to check up the soldiers and find that the bandits were not connected with the army in this centre.

Another break in selecting June 11 was that the outrage aroused the Chinese authorities to immediate action in order to stop all chance of trouble.

covered. It is interesting to know that the gang had selected a place near general headquarters as being the safest through being right under the nose of the authorities and the last district to be suspected. The place was at once raided and inside were found the gang, who were promptly arrested for carrying pistols and ammunition which were found on their persons. In the meantime, further investigation is taking place, which, after the above smart piece of work, should bear considerable fruit.

The officials, therefore, started to work the same evening and knowing their own people well, at once placed their fingers on the weak spot, namely, that there is no organization got together by Chinese which does not attract hangers-on. Orders were therefore issued that all known characters who were likely to cluster round an armed robber gang had to be watched. This resulted in two local natives being found spending more money than they usually did or could have obtained honestly. They were not arrested and care was taken not to show them they were suspected, but steps were taken to prove that they were connected with the gang which it was desired to arrest.

The time came when the two men went to one of the leading restaurants in town and ordered a sumptuous meal. Quite casually, two detectives took an adjacent table and these, after touching on different topics of the day, turned the conversation to the armed robbery, and when it was seen that the suspects were listening, one detective asked the other whether he had heard the news that the Chinese police had received photos of the bandits and were on the point of arresting them. This information it was asserted had been obtained from a friend in one of the yamens.

Revealed Gang Headquarters.

The suspects thereupon panicked and left the restaurant in a hurry. The detectives, however, remained where they were. Seeing this the two, thinking they were safe, went straight to gang headquarters to break the news to the leaders, not knowing that an arrangement had been made for having them followed. Thus the lair was dis-

A SAILOR'S WIFE.

**WOMAN GRANTED DIVORCE
FOR DESERTION.**

In the United States Court for China, Shanghai, on the 21st instant Judge M. D. Purdy granted a divorce to Mrs. A. K. Metzfeild, in her suit against Louis H. Metzfeild, whom she married in January, 1922 whilst the latter was an American sailor on board the U. S. S. Wilmington. Defendant was unrepresented.

In giving evidence, plaintiff said that within four months after their marriage her husband had left Shanghai and, to her knowledge, has not returned. He had not communicated with her, nor had he done anything toward her support.

Questioned by Judge Purdy, witness said that they were married by Dr. Parker. After her husband left she opened a boarding house and had other commercial business. Although her husband left no address, she had written to Washington to ascertain his whereabouts. In reply to further questions, witness said her parents lived in Irkutsk. She had come to Shanghai from Vladivostock with her baby in 1921. Her husband she had known for two months only before she had married.

After Peter Schleiff and Alexander Vagenir had given corroborative evidence, his Honour ordered the decree to be drawn up.

covered. It is interesting to know that the gang had selected a place near general headquarters as being the safest through being right under the nose of the authorities and the last district to be suspected. The place was at once raided and inside were found the gang, who were promptly arrested for carrying pistols and ammunition which were found on their persons. In the meantime, further investigation is taking place, which, after the above smart piece of work, should bear considerable fruit.

Foreigner's Escape.

The experiences of different foreigners during Friday night are decidedly interesting and one resident had a narrow escape as his ricksha continued level with one of the robbers for some distance and became a target for his pistol. He gives an account of his experience in his own words, as follows:

I got mixed up with the affair about two minutes prior to the blowing of any police whistle. At this time I took the situation wrongly as I understood the "soldier" to be, coming towards me in his ricksha was putting off Chinese crackers. This was my opinion until a bullet whistled past my ear, approximately two inches adrift. My ricksha coolie dropped his shafts and ran, but fortunately the crowd preceded the "soldier" and amongst this crowd was one kind-hearted Chinese, who saw my difficulty. He cancelled my order of "man man di" and called him back. I sat in my conveyance exactly in line with the "soldier" who was setting off the crackers, but my ricksha continued on toward the Palace Cinema while the gunman turned up towards the Ice Works, and as I moved past this junction I saw the policeman on point duty measure his length on the ground. I do not know if the constable was one of the fatalities as I had no opportunity for examination as the crowd was with me until they released their pressure towards the Bund past the Palace.

I met the shots as I turned the Customs dwellings, the other robber facing me from the Wha Ching Kai. I noticed under the street lamp that he glittered profusely at the waist, but from what I cannot say—personally, I think that the glitter was more resembling Colts than a style of bandolier.

COMPANY REPORT.

**COMMERCIAL UNION
ASSURANCE CO.**

The annual report of the Directors of the Commercial Union Assurance Co., Ltd., just published, states:

Fire Department.—The net premiums for 1925 amounted to £3,680,541, being an increase of £55,874, as compared with the previous year. The claims paid and outstanding amounted to £2,457,661. From the profits of this department the sum of £250,000 has been carried to profit and loss, leaving the fire insurance fund at £8,283,677.

Marine Department.—The net premiums for 1925 amounted to £496,881, being an increase of £25,891 as compared with the previous year. The claims paid and outstanding amounted to £228,113. From the profits of this department the sum of £100,000 has been carried to profit and loss, leaving the marine insurance fund at £1,002,437.

Accident Department.—The net premiums for 1925 amounted to £8,397,152, being an increase of £1,434 policies for £1,161,523, of which £459,033 was re-assured with other offices; the net amount retained being £2,702,490. The premium income (single and annual) applicable to the net new business amounted to £143,093.

The claims by death and maturity amounted to £586,563, and as a result of the year's transactions the life assurance fund was increased by £1,294,695 to £12,990,794.

The total assets of the Company now amount to £51,272,922.

THE S.S. TAISHAN.

**RIVER BOAT'S IMPROVED
SPEED.**

Having completed her six monthy docking, including the fitting of new bronze propellers, this vessel trials on the three miles measured course on Thursday when a mean speed of over 16 knots was easily attained, while on two runs a maximum speed of 17.8 knots was attained.

It will be recalled that the "Taishan" was built last year for the Hongkong, Canton & Macao Co. Ltd. by the Takkoo Dockyard, a full description of this fine vessel being given at the time of completion.

INTERNATIONAL LAW.

**AMERICAN PARTICIPATION
URGED.**

Washington, June 25.—Mr. Kellogg has sent a letter to the Foreign Relations Committee of the House of Representatives recommending American participation in the third Hague Conference for the sole purpose of promoting codification of international law, provided all the interested parties, whether members or non-members of the League of Nations, have a free opportunity to participate in full, and account is taken of the preliminary work of jurists in the western hemisphere as well as those in Europe.

Mr. Kellogg discloses that he has been informally approached by Holland, whose Government agrees with his proposals.—Reuters' American Service.

RUSSIA AND JAPAN.

**SEIZURE OF FISHING
VESSELS.**

Tokyo, June 25.—Owing to the Soviet seizing and holding two Japanese fishing vessels for alleged violation of the agreement re territorial waters the destroyer Akitsuke has proceeded to the scene to investigate.—Reuters.

THE THOROUGHBRED
THE STORY OF CAPSTAN
SUCCESS IS THE SIMPLE
ONE OF HIGH QUALITY
MAINTAINED IT IS A
PURE VIRGINIA CIGARETTE
MADE FROM THE FINEST
LEAF...PERFECTLY PACKED
AND MODERATELY PRICED

SMOKE CAPSTAN

NESTLÉS.



IF THE "FOUNDATION"
IS SOUND THE "STRUCTURE"
IS GOOD—
GIVE YOUR BABY "LACTOGEN"

FRECKLES AND HIS FRIENDS



Oscar Heard It With His Own Ears



by Blosset

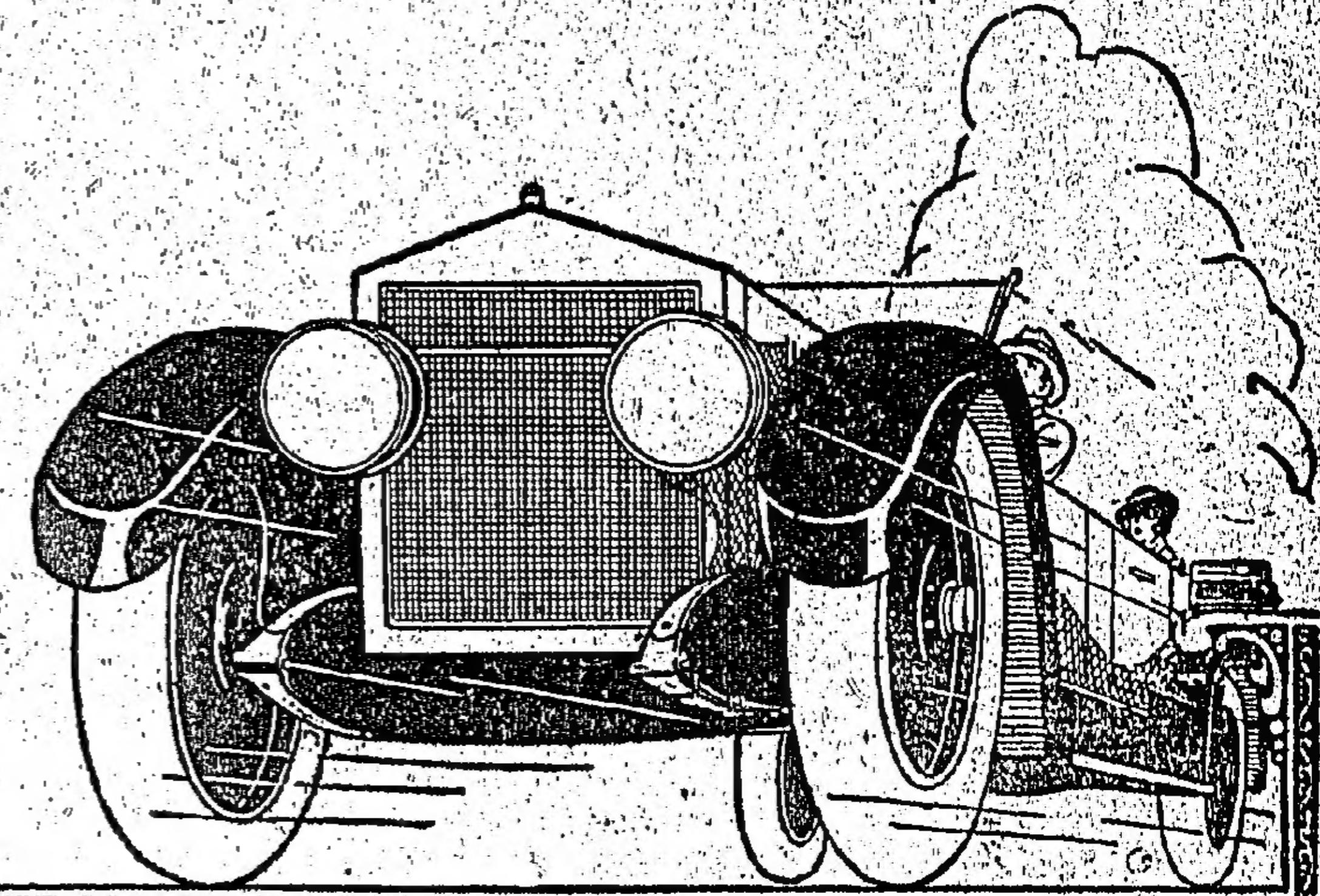
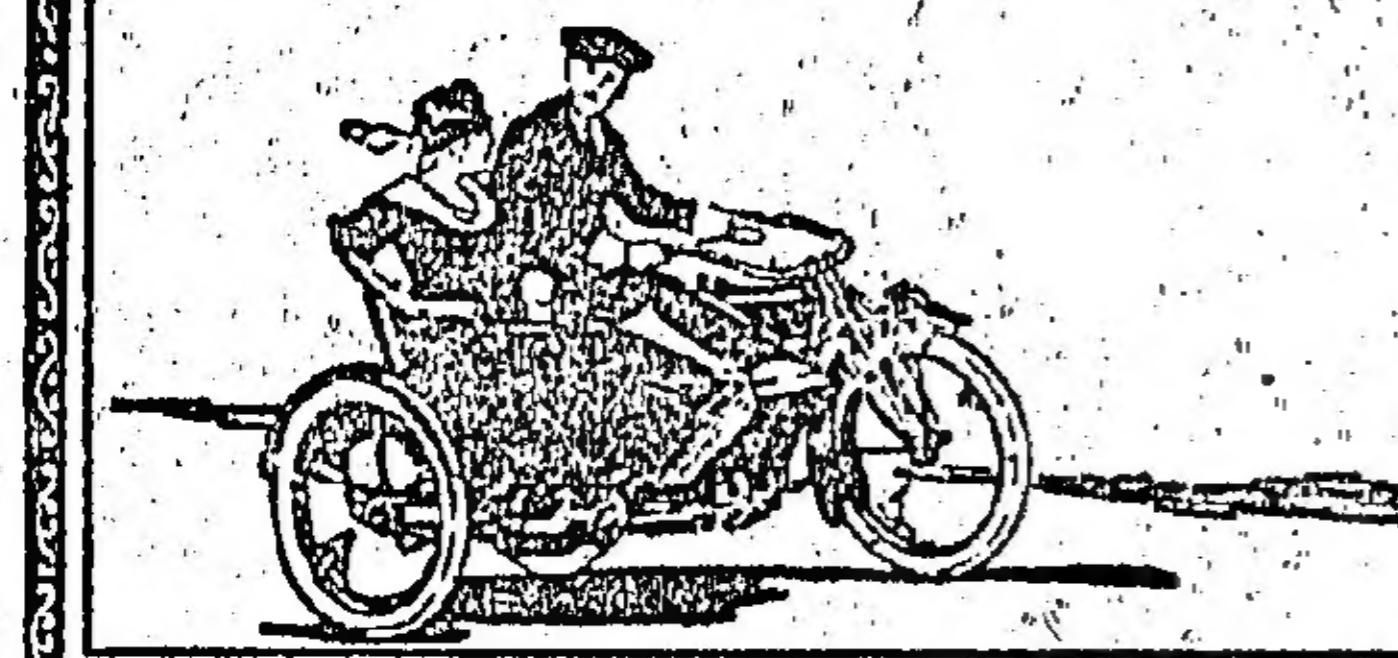
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 26th June, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

H.K.A.A. New Members.

Since we published the last list, the following motorists have joined the Hongkong Automobile Association:-

C. E. White
Flt. Lt. L. Wajless O'Gowan
Sung, Capt. H. J. Chater, R.N.
J. T. Bugram
Kan Tong Po
A. N. Lucy
H. E. Wilson
J. H. B. Nihill
Harold West
Rev. W. H. Hewitt
A. K. Taylor
W. K. Reynolds
C. G. Perdue
F. C. Neville

The Gymkhana.

The Mounted Infantry and Armoured Car Companies of the Volunteer Defence Corps, are to be congratulated upon the thoroughness in which they are organising the forthcoming Gymkhana. There is a most attractive aspect to competitions for motor cyclists, both for the competitors and spectators, and the competitions being arranged for July 10th will provide plenty of fun for the crowd. Thanks

are due to the firms who have so generously donated the various prizes thus giving an additional incentive to motor cyclists to compete. The British American Tobacco Company and Nestle's Swiss Milk Company have jointly offered to defray the cost of providing programmes. In other parts of the world, motor cyclists are looked upon as a particularly "sporty" section of the community, and there is every indication that the forthcoming Gymkhana here will give convincing proof that Hongkong deserves the same attribute. An advertisement appears on Page 3 of this Supplement in which a list of prizes appears.

Rule of the Road.

Accidents could be avoided if the precedence of the main road user and of one road over another at crossways were established. Every motorist will doubtless recognise the wisdom of this, although it will take some time to impress the point upon some of the professional drivers. No sensible motorist will turn into, or cross a main road, without exercising the utmost caution, but it must be admitted that there are some drivers who think that by giving audible warning they are entitled to drive into or cross a main road without giving way to main road traffic. One particular locality may be mentioned as an illustration, and that is at the junction of Des Voeux Road near the Law Courts and Jackson Road. When driving a car from Queen's Road and through Jackson Road, in a northerly direction, the driver should keep a sharp lookout for east bound traffic in Des Voeux Road.

Dangerous Passing.

Another danger which calls for attention is the practice of quite a number of drivers who overtake cars on a bend on the roadway. Hongkong's roads consist of many twists and turns, and some drivers become impatient waiting for a suitable "straight" where overtaking another car can be safely accomplished. Very few owner-drivers offend in this respect, but motorists who employ chauffeurs should give most implicit instructions on this point.

Car Weighing.

During the past week, the compound of the Central Police Station has presented a somewhat unusual scene in the procession of cars and lorries of all sizes and makes filing past the traffic office. The decree has gone forth that in pursuance of the checking of weights and loads for the purposes of what, from the point of view of the authorities, is a fair readjustment of motor taxation, all cars and lorries are to be weighed by the process made available by the installation of the new weighing-bridge.

Designed originally with the view of finding an equitable means of taxing the heavier class of vehicles the new process has arrived at an accurate way of assessing the wear and tear on road surfaces by lorries, particularly by the type of goods lorries with solid tyres.

"In a few days the weighing bridge will be paying for itself," said the officer in charge of the new machine as he made certain calculations and discovered that certain cars and lorries had been paying half of what their precise weight should have paid.

Increased Revenue.

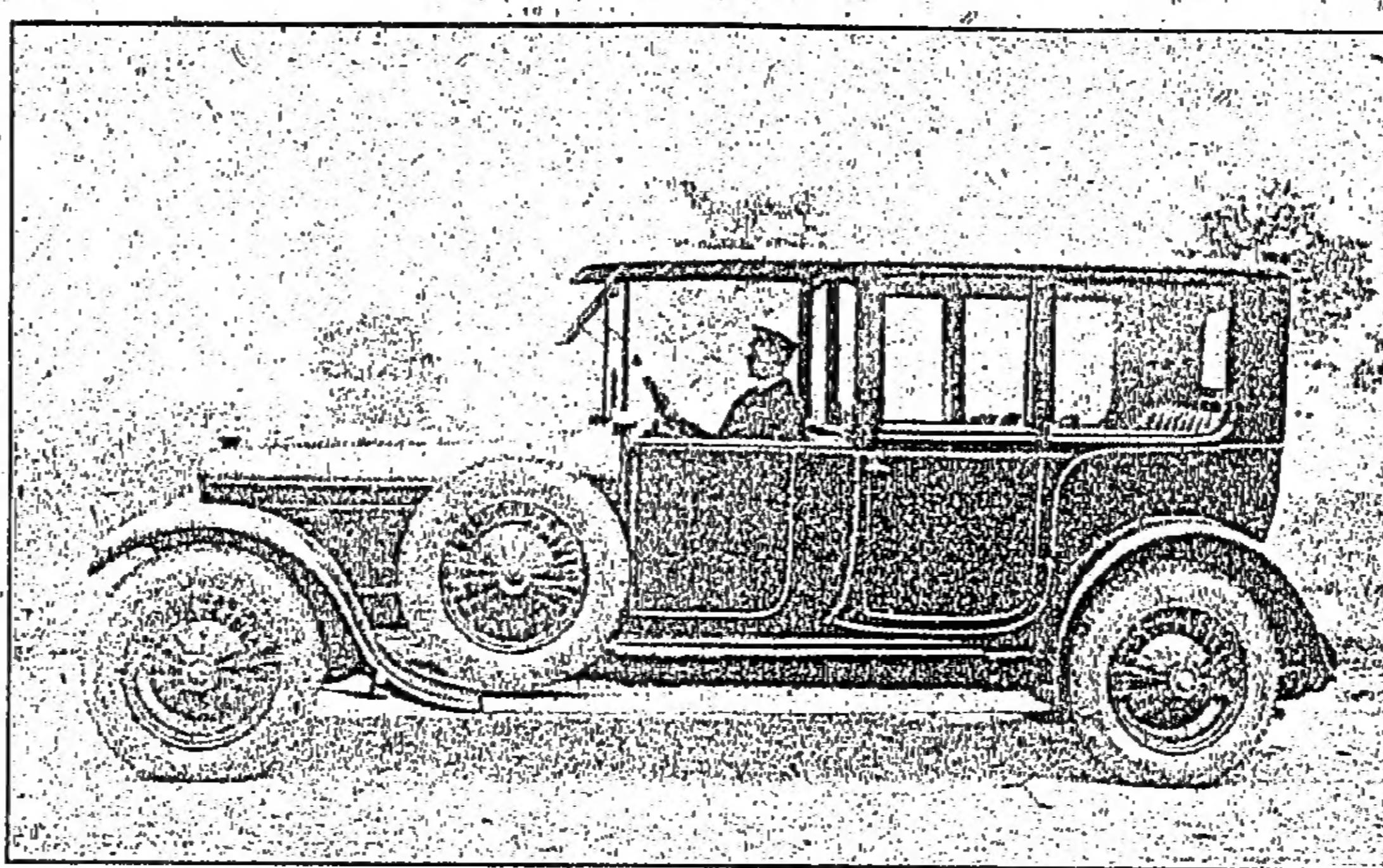
As the weighing machine has cost something like \$7,000 for its purchase and installation, there is something to be said in connection with the large increase in licence fees, that owners of cars who have been paying \$24 now find themselves called upon to pay double this amount in consequence of the ruling that cars weighing over 3350 lbs. are to be taxed with an increase of 100 per cent. The increase in the case of motor lorries (which were the original cause of the new graduation of licence fees), is even more marked. We are informed that the type with pneumatic tyres originally cost \$24 in licence fees. Now this rate has been altered, and in a "distinction" between the respective weights, it is now ruled that licences for lorries with solid tyres and weighing up to 50 cwt. are to cost \$120, while the same type of vehicles exceeding this weight are to have their fees doubled. In all cases the new rates become operative from the 1st July, when is the usual time for the renewal of motor licences.

"Honest weight" in connection with the new method of weighing is attained by automatic registration on a card issued to the driver after the operation. The "weight" of each vehicle is computed with the tank full of gasoline, the radiator full of water, the spare wheel, tools and accessories. In the first three days an increase of \$1,192 was marked off for collection from owners at the forthcoming date of renewal of licences.

A Suggestion Approved.

Thanks to the efforts of the H.K.A.A., an arrangement has been made with the Police whereby owners of standard types of cars will not be required to take their machines up to be weighed. If for example, the owner of an Essex or Morris car has not had his machine weighed, it will be sufficient for him to send his licence to Headquarters requesting exemption from the weighing procedure. The weight of his particular type of car being already recorded, the licence will be returned accompanied by a certified weight slip. This concession will be greatly appreciated by Kowloon owners.

H. M. QUEEN MARY'S LATEST DAIMLER LIMOUSINE



H. M. Queen Mary has recently purchased the above Daimler Limousine, the coachwork of which is by the famous firm of Hooper & Co.

New Road.

Good progress is being made with the new road leading from Robinson Road to Conduit Road, and during the next few days, it is expected that it will be open to light motor traffic. The gradient is quite easy, and there is no doubt but what the new thoroughfare will be freely used in preference to the stiff climb under the bridge.

Read Improvement.

The lamp standard which was situated in the middle of Queen's Road, Central, at the Junction of Ice House Street has been removed. This will give three or four feet extra traffic space, so much needed at this place. It would be quite a good idea to also remove the tree in the same vicinity, which, although picturesque, causes an obstruction at one of the busiest main thoroughfares of the Colony.

American "Small" Cars.

After all the rumours which have escaped regarding the advent of the American "small" car, it will come as interesting news that the manufacturers of the "Overland" car have developed a small four-seater for which much is claimed. Known as the "Whippet" the new arrival has been built to meet the competition in miniature motor cars. Favourable reports have been received in the Colony, and those interested will have an opportunity of testing performance in the near future, for two are already on the way to the order of the Universal Auto Supply Company.

A.C. Mobile Section.

The Armoured Car Company is rapidly becoming one of the most popular sections of the Volunteer Corps. Apart from the Gymkhana, which promises to quite a spectacular and important public function, interesting features are being organised for members of the Company. The first of these will take the form of a formation ride to Castle Peak on Sunday, July 4th, while on Sunday, the 18th instant, at the suggestion of Major Roberts, V.C., D.S.O., an instructive and interesting test will be made to ascertain how rapidly the Company can take up position to repel an imaginary landing party in the vicinity of Sheko. The enthusiasm of the Officers and other ranks of the Company is the best augury for a most successful future.

CARBON DEPOSITS.

A HINT TO OWNER-DRIVERS.

There are many ways in which the owner of a present-day car can minimize the carbon deposit bogy, the most important of which are given below:-

Attend to the condition of the piston rings. If they do not bear evenly on the cylinder walls, if they are too slack in their grooves, or if the gaps when the rings are in position are excessive, fit new rings. (Oversize rings may be necessary in the case of an engine which has had considerable wear).

When de-carbonizing, do not forget to remove carbon from the underside of the piston head. It would be quite a good idea to also remove the tree in the same vicinity, which, although picturesque, causes an obstruction at one of the busiest main thoroughfares of the Colony.

A few hours are well spent in burnishing the cylinder head and in removing excrescences which permit carbon to adhere firmly to the metal instead of being rejected with the exhaust gases.

Ascertain that the carburettor air intake is provided with a fine mesh gauze to prevent ingress of road dust.

Finally, buy only the highest quality lubricating oil of the correct grade as specified by the car makers or the oil refiners.

Ford Ship Coming.

A cable has been received by Mr. Andrew Harper, junr., giving the information that one of Henry Ford's recently acquired ships is due to arrive in Hongkong at the latter end of August. The vessel is laden with a large shipment of the popular Fords for various ports in the Far East, forty of which are to the order of Mr. Harper in Hongkong. Mr. Harper informs us that this number brings the total of Ford cars en route to the Colony up to 100.

More Prizes.

At the moment going to Press with these notes, information has been received that the Texaco Company has offered 32 gallons of Texaco gasoline, 5 gallons of Texaco motor-oil and 5 lbs. Texaco gear compound as extra prizes in the forthcoming Gymkhana.

FLOOD LIGHTING.

SUGGESTED FOR HIGHWAYS.

Columbus, O., May 12.—Ohio may become the testing field for a system of super-highways, flood-lighted from one end of the state to another, that may eventually be adopted throughout the country.

F. G. Harrison, president of the Good Roads Federation of Ohio, has already advanced this idea before a highway conference here. And he has the backing of specialists on lighting, as well as highway engineers.

Harrison's plan, if adopted, would entail the construction of a double-decked highway system where heavy interstate traffic demanded it, and of lighting these and all other roads in the state with a series of lights newly developed at the Nela research laboratories in Cleveland.

These lights flood the road more effectively it is said, than any boulevard lights in use today. Their principle is already in use on the large airmail fields where the landing grounds are flooded by the rays from one powerful lamp.

At the same time, says Harrison, the cost of installation of this system would be comparatively cheap.

"I am told that an added cost of \$700 to \$1,000 a mile would cover the expense," he says.

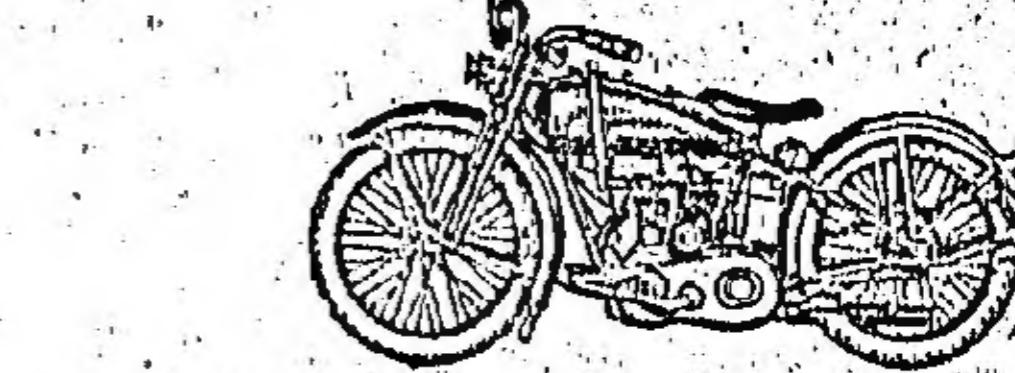
The combination of super-highways and flood lighting, Harrison contends, would eventually save money and lives in providing special heavy roads for trucks and greater safety for motorists.

WANT STANDARD BUSSES.

The rapid development of the motor bus business during the past two years is causing a study of standard bus specifications to promote economy in manufacture. At present, the rapid growth in this form of transport has led to many experimental regulations in different states, making standard manufacture impossible.

MANY BUS ROUTES.

Many tourists are seeing America by bus. There are 7,850 motor bus routes which 5,500 motor bus companies operating. The greatest bus-using region is the section north of the Ohio river and east of the Mississippi river.



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts.

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Make the chart your guide

Only lubricants of REAL QUALITY are TRULY ECONOMICAL; for the value of the saving that comes through GOOD SERVICE always EXCELS mere price-saving. The MOTIVE of every purchase is always SERVICE, in one form or another. When a motorist is MORE PARTICULAR about the price to buy than the ABILITY of the lubricant to PERFORM THE SERVICE expected of it, the outcome is usually "disappointment" and eventual EXTRAVAGANCE.

A Good lubricant and a CHEAP lubricant are as different as day from night. Gargoyle Mobiloil, costing more to buy because it is the VERY BEST QUALITY, lasts longer, does more, produces finer results, performs more dependably. There are no worries, griefs, aggravations, inconveniences and unexpected costs. Gargoyle Mobiloil, through the calibre of the results it delivers, makes the cheaper lubricant by comparison expensive even if the cheaper lubricant has been purchased for much less.

The only accurate basis of figuring the true cost and actual worth of a lubricant is by the appraisal of its value in SERVICE—and then compare the sum-total of these with the price paid for the lubricant.

Drain the crankcase while the engine is hot. Refill to the right level with the Correct Grade of Gargoyle Mobiloil. It will not take you long to discover the remarkable value of Gargoyle Mobiloil for motorcar engine lubrication.

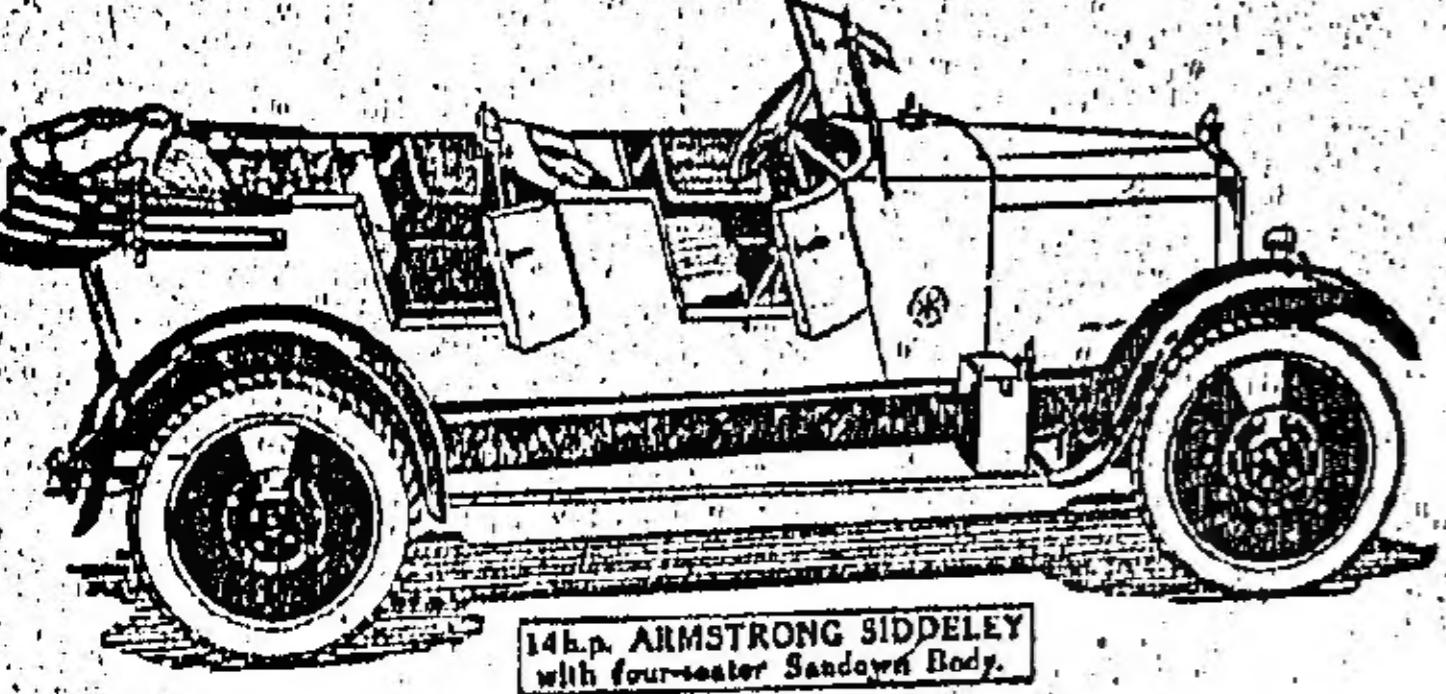
VACUUM OIL CO.

HORSE BARRED

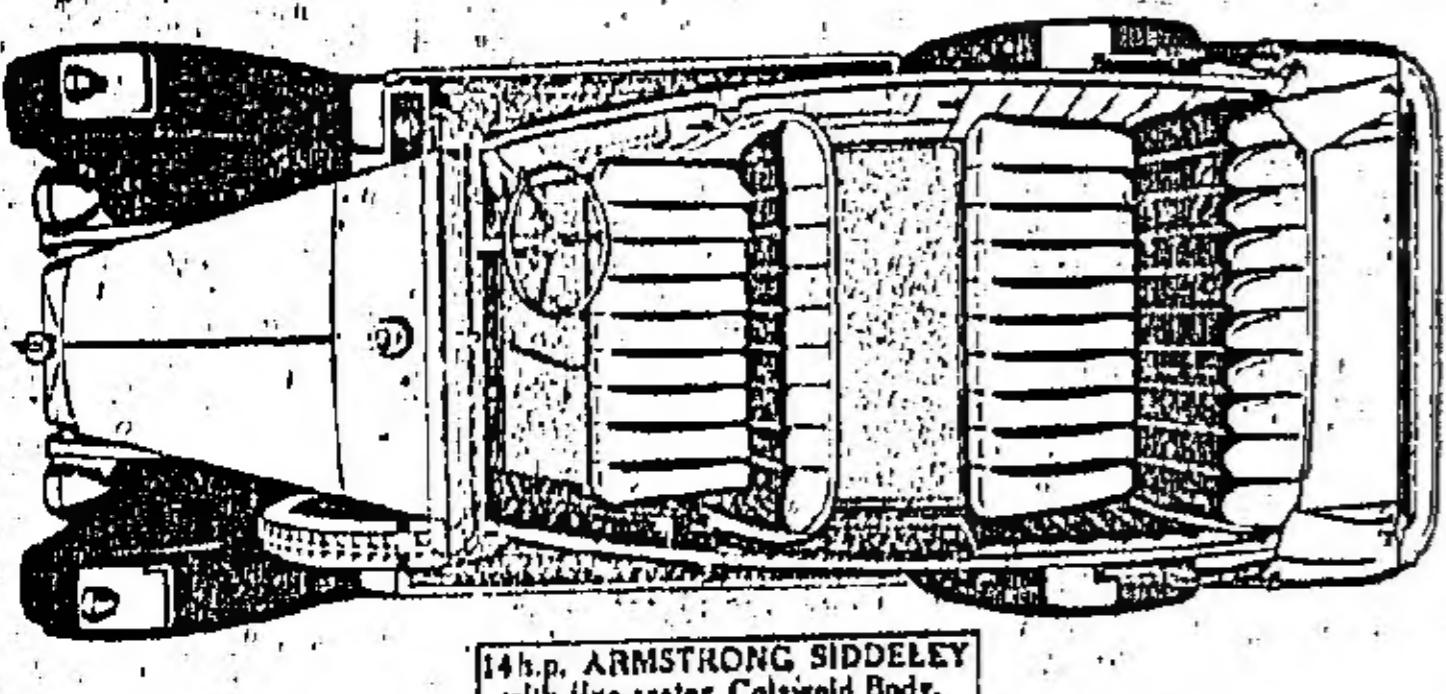
AUTO COST FIXED

Washington, D. C., has barred the horse from four of its main boulevards. These boulevards formerly were scenes of daily parades of fashionable horse carriages. The Treasury Department has fixed 7 cents a mile as compensation for the use of private automobiles for government work. This represents cost of operation plus compensation.

ARMSTRONG SIDDELEY



There is no craning or straining, for the driver has a natural and commanding view of the road. The controls are conveniently set and the seats fit the figure and provide support just where it is needed.



The fourteen has been on the market for several years, and while its character remains unchanged, its details have been improved. Consequently you benefit by our experience and need not experiment.

DISTRIBUTORS FOR SOUTH CHINA

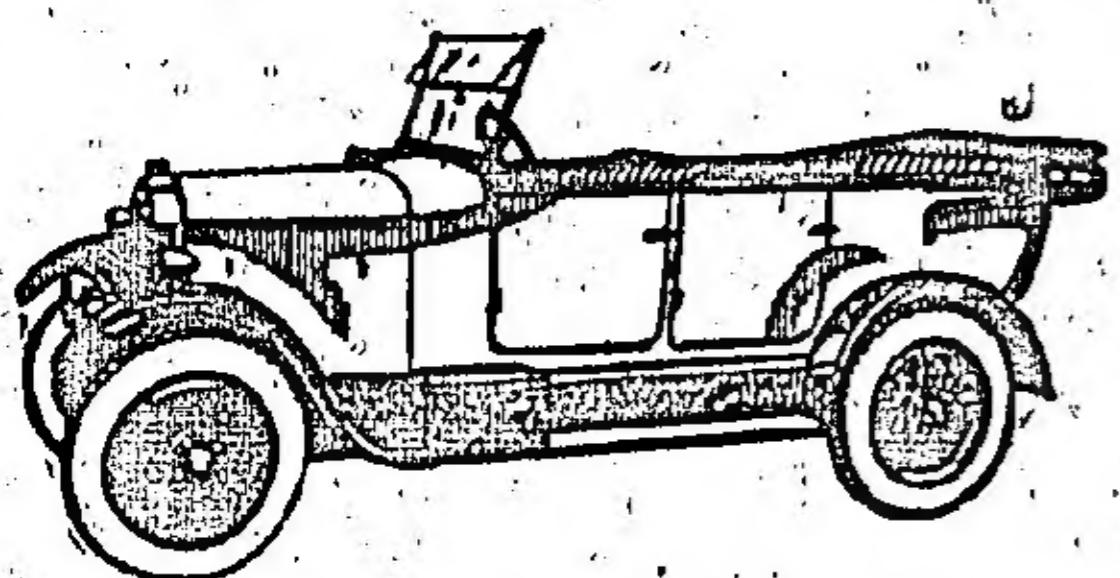
THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Show & Sales Rooms—15, Queen's Road Central
Telephone Central 4759.

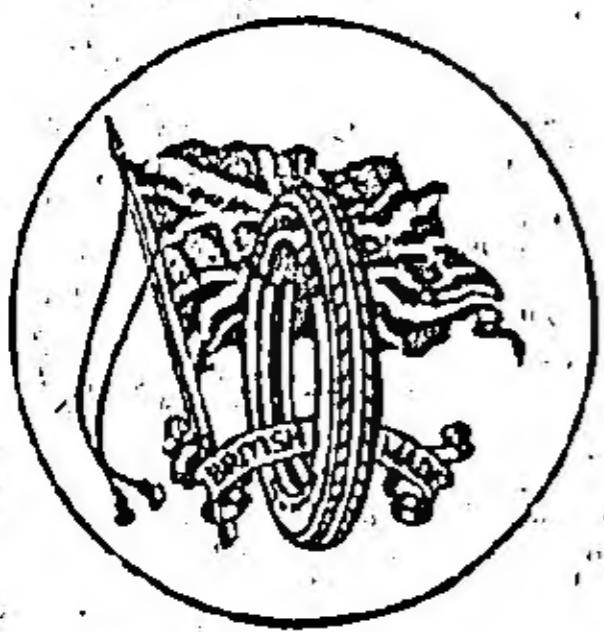
SINGER

Specially Geared for Hongkong



FOUR SEATER "DE LUXE"
£265.0.0.

For Full Specification and Particulars apply to:
GILMAN & CO., LTD.
HONGKONG BANK BUILDING.



'MADE IN ENGLAND'

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DUNLOP TYRES

for your protection.

They are made at Fort Dunlop, Birmingham,
and they are recognised to-day as the

Standard by which all Tyres are judged.

Local Distributors :
Hongkong Hotel Garage.
Tel. C. 4759.

Local Branch Office :
16a, Des Voeux Road Central.
Tel. C. 4554.

WHOSE FAULT REALLY?



SOME SEEING ANOMALIES OF THE LAW EXPLAINED.

By A Solicitor

(By special arrangement with "The Morris Owner")

Whilst all motorists will readily express their adhesion to, and will try to carry out, those rules known as the "Six Cardinal Rules of Driving," yet few probably realise their full import or the full implications involved in not complying with them as carefully as possible. And so it is considered that a few examples drawn from past law-suits, and illustrating the less obvious rules may help to impress them more vividly on the mind and may give to motorists a fuller realisation of their importance.

The first of the rules which it is proposed to illustrate is the following: "Always keep your eyes open and your wits alert." And this is not so easily done as said if it be realised that you have not only to keep your eyes open to preserve yourself from making mistakes, but that you have also to keep them open that you have to preserve other people from the consequences of their own folly, and have also to remedy, if possible, the dangerous circumstances which have come about as a result of that folly. And here it is important to note that in the eyes of the law it is the last action immediately before an accident which counts, and which makes you either responsible for the accident or not.

The examples adduced in this article will serve to make this more clear; and it is interesting to note that those members of the public who decry the motor car so fiercely need not look upon it as the root of all evil, since the rules of law governing these cases have long been established as a result of large numbers of cases which came before the courts long before the advent of the motor car.

Perhaps the most obvious example is that contained in the old case of Butterfield *versus* Forrester, in which a man who riding his horse home quickly in the dusk was injured by running against a pole which had been improperly placed across the highway. He naturally felt that the person who had wrongfully placed the pole there should pay for the damage he and his horse had sustained. He, therefore, brought this action, but unfortunately for him, failed to win it. For it was held that he could have avoided the accident had he been more careful; the judges saying: "A party is not to cast himself upon an obstruction which has been made by the fault of another and avail himself of it if he does not himself use common and ordinary caution to be in the right. . . . One person in fault will not dispense with another using ordinary care for himself."

So that here we have a warning, all the more to be heeded when it is remembered that horses do not carry lights, that we must always keep our eyes open for the wrong acts of others.

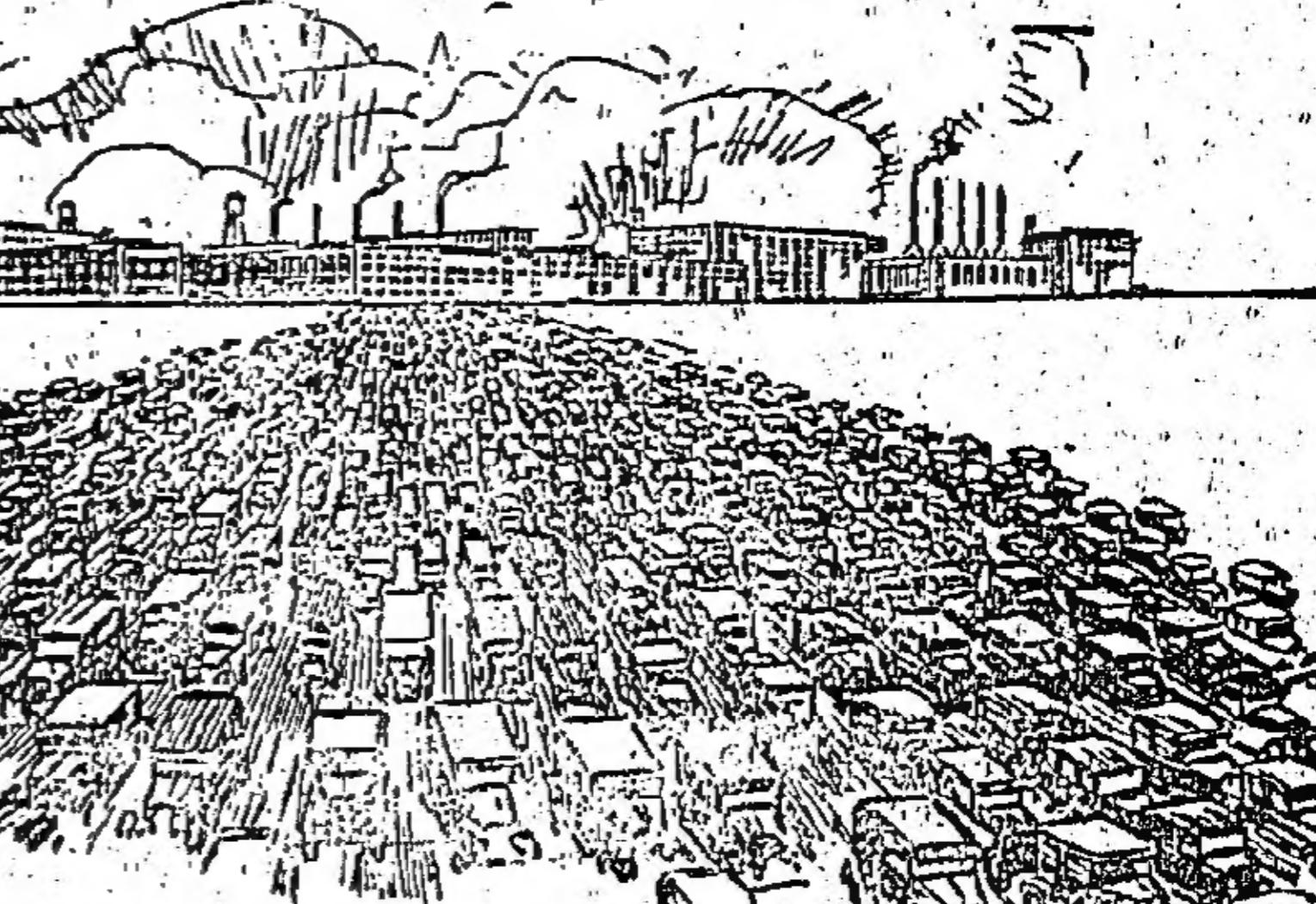
Another somewhat similar case is that of Davies *versus* Mann. This is not quite so obvious as the first. The facts in it were that the owner of a donkey fettered its forefoot so that it could not run away and turned it into a narrow lane. A horse and trap came along and ran into the donkey, thereby injuring it. The owner of the donkey claimed damages, and won his case, notwithstanding the fact that one would hardly expect to find a donkey in the middle of a road so fettered that it could not move out of the way; and notwithstanding also that it would be very difficult to see its helpless condition. The judgment is on the same lines as that in the case mentioned above, as the following extract will show: "Although the ass may have been wrongfully there, still the defendant was bound to go along the road at such pace as would be likely to prevent mischief."

spite of the excessive speed and the defective brake, and if he had kept his eyes about him he would have perceived the approach of the car and would have kept out of mischief. If the matter had stopped there the action must have failed, for he would certainly have been guilty of negligence. . . . The driver of the car, however, had seen the horse some perceptible time earlier, had duly applied his brakes, and if they had been effective he could, as the jury found, have pulled up in time. Indeed, he would have had 100 feet to spare. . . . It was the motorman's duty, on seeing the peril of Sands, to make a reasonable use of his brakes in order to avoid injuring him, although it was by his own negligence that Sands was in danger. Apparently he did his best as things then were, but partly the bad brake and partly the excessive speed for both of which the Railway Company were responsible, prevented him from stopping, as he could otherwise have done. On these facts, only one conclusion is possible. What actually killed Sands was the negligence of the Railway Company, and not his own though it was a close thing."

The following portions of the judgment should be especially noted. "Many persons are apt to think that, in a case of contributory negligence like the present, the injured man deserved to be hurt, but the question is not one of desert or the lack of it, but of the cause legally responsible for the injury."

THE LAW.

"The inquiry is a judicial inquiry. It does not always follow the historical method and begin at the beginning. Very often it is more convenient to begin at the end, that is, at the accident, and work back along the line of events which led up to it. The object of the inquiry is to fix upon some wrong-doer the responsibility for the wrongful act which has caused the damage. It is in search not merely of the causal agency, but of the responsible agent.



Consider One Day's Production by Dodge Brothers, Inc.!

Did you ever see 1500 automobiles at one time?

Parked in one place they cover more than 2,657,160 square feet.

Driven in a line five feet apart, they make a parade more than 5½ miles long.

Packed for shipment they fill more than 825 freight cars.

And yet this is simply one average day's output at the great Detroit plant of Dodge Brothers, Inc.

Production on this vast and ever increasing scale permits economies in the purchase of equipment and materials which faithfully reflect themselves in the low price you pay for Dodge Brothers Motor Car.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., Inc.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS MOTOR CARS

NEW FORM OF TRAFFIC CONTROL.



The "nest" in Nanking Road, at the junction of Chekiang Road, with a Sikh policeman directing traffic from a height of about ten feet from the ground. This is the first signal box of the kind to be installed in Shanghai.



You don't have to be an orchestra leader to face the music.

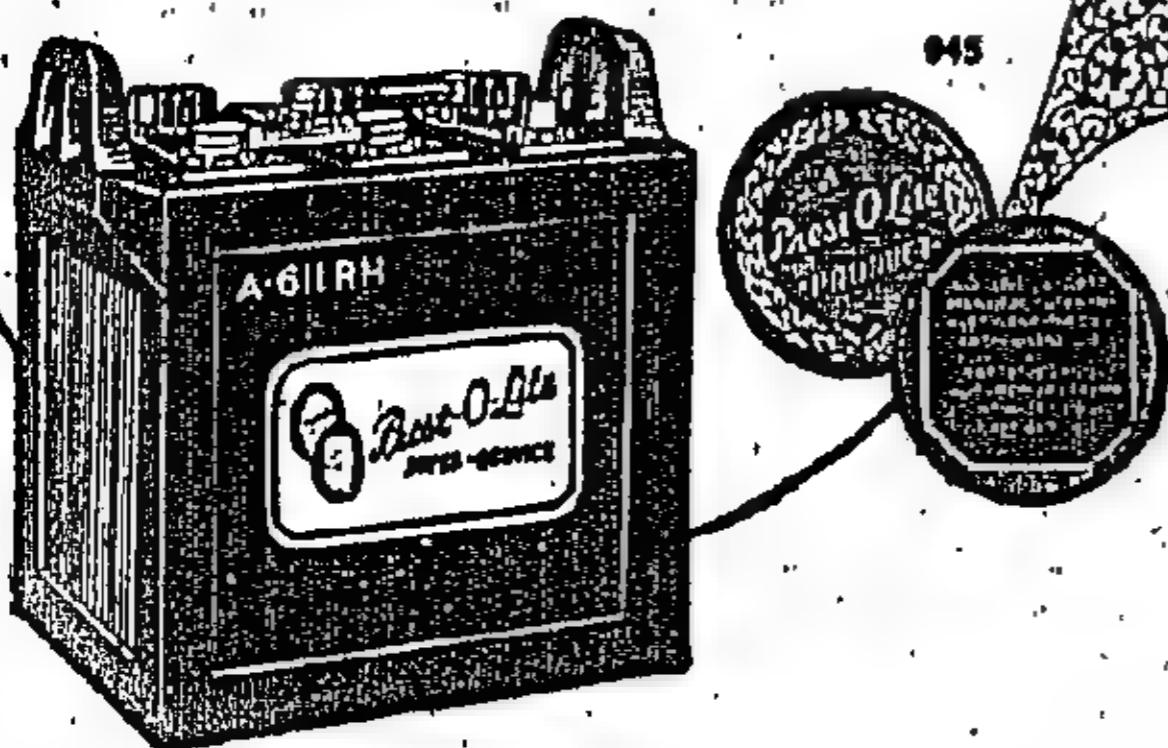
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

The separators in this battery are made of especially selected and treated cedar— for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

THE HONGKONG HOTEL GARAGE,
Show Rooms and Sales—25,
Queen's Road, Central.



ATTENTION

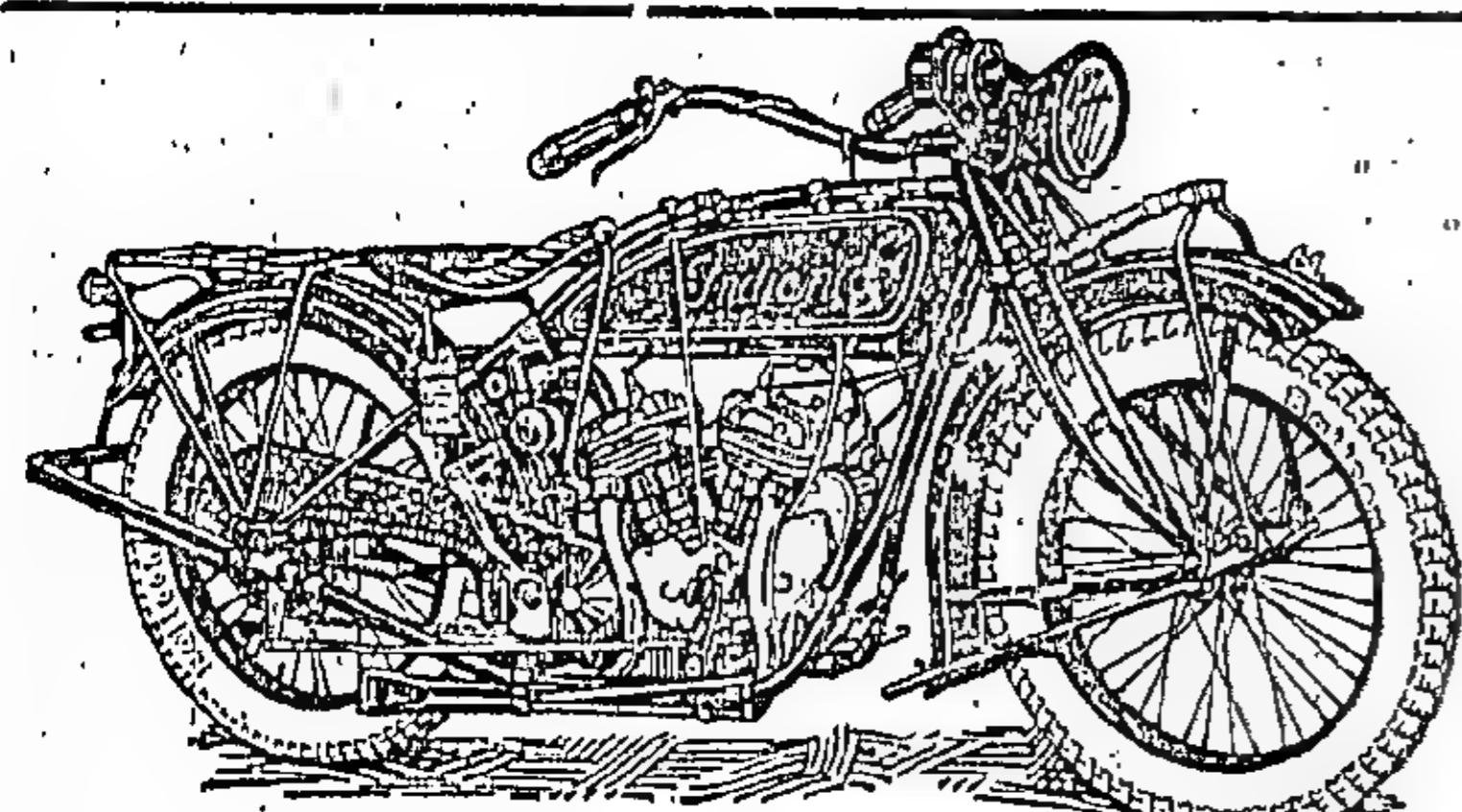
FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES
AT REDUCED PRICES.

ANDREW HARPER AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. 14895.
Chatham Road, Hung Hom ... Tel. K.1216.



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Stock Carried.

Salesroom at 1a, Chater Road, open every day (Sundays excepted) until 5 p.m.

ALEX. ROSS & CO. (China), LTD.
Bank of China Building, and 1a, Chater Road.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

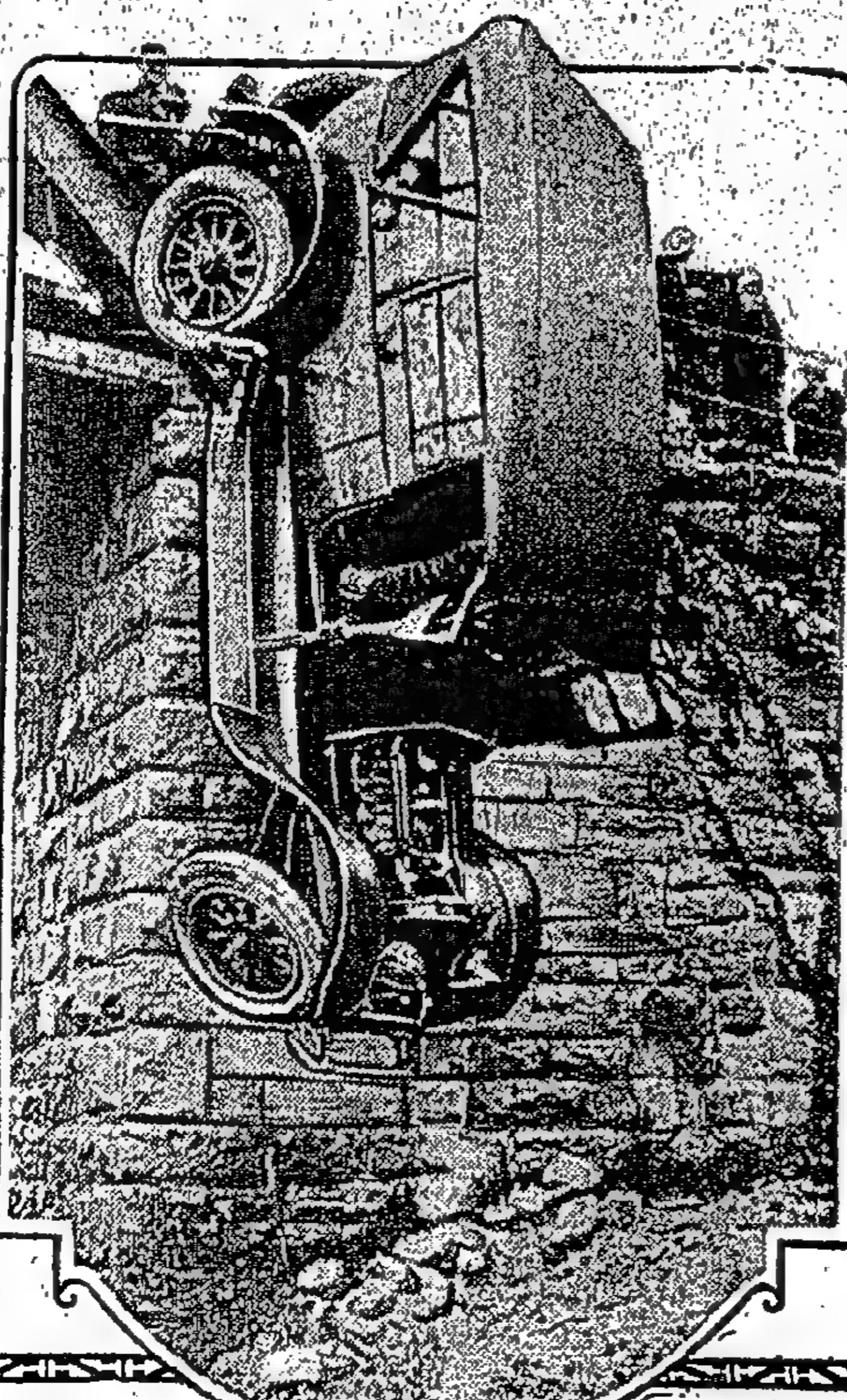
Ist. Floor, Pedder Building, 12, Pedder Street.

Ask for the

NEW MICHELIN PRICE LIST
Showing Latest Reductions

NEW STOCK EVERY WEEK

A REMARKABLE ESCAPE



The two men who were riding in this auto at Strinestown, Pa., U.S.A. had just about the narrowest escape on record. Their car failed to make a turn and crashed through the side of the bridge. But one rear wheel caught in the wreckage and car hung suspended over the side. The men stayed in the car and were rescued by firemen with ladders.

STEEL CAR BODIES.

SAFE AND LASTING.

"The all steel automobile body is the most important consideration in making motor cars safe."

This statement was made by Fred W. Johnson, Director of Safety Educational Work in the Philadelphia Chamber of Commerce; father of the "Safety First" movement and associate of Herbert C. Hoover, secretary of the Department of Commerce of the United States in the present National Safety Campaign.

"Steel will not splinter or burn, and requires a great force to crush it," Mr. Johnson continues.

"Everything about the operation of an automobile should be as simple as possible. One of the principal requirements is that the driver be given a maximum view of the road. This is particularly true of closed cars where often the posts on either side of the windshield are bulky and cause 'blind spots' that will completely hide another car coming at a high rate of speed only two seconds away, or a pedestrian crossing the street.

"We must take a lead from the experience of the railroads and adopt entirely steel construction of automobiles just as this type of construction has been adopted for railway coaches. The steel construction permits smaller windshield posts and at the same time provides protection when accidents are unavoidable, for they sometimes are unavoidable."

"Considering the huge aggregate cost to motor car owners of casualty and liability insurance each year, together with the cost of excessive verdicts, accidents, repairs and loss of such equipment and loss of personal time in business, it is apparent that there still remains a fruitful field for exploitation to the mutual advantage of both seller and buyer."

The suggestions pointed out by Mr. Johnson have been anticipated by Dodge Brothers, Inc., who have for years produced bodies for their various types of motor-cars. It was nearly twelve years ago that Dodge Brothers adopted the all steel idea for touring car bodies. The profound impression made on the motor driving public was at once apparent. Dodge Brothers continued their experiments with the result that the all steel body later was adopted for closed cars. To-day the body of every Dodge Brothers Motor Car is all steel throughout and affords an exceptional degree of safety to occupants."

A NOVEL MOTOR CRAFT

WHEN EAST MEETS WEST

The Far East—what visions of ancient races are conjured up by these magic words, races whose customs and methods have their origin clouded in the mists of the hoary past. To-day, out East, old and new ideas are often ingeniously intermingled, but seldom in a more interesting manner than that displayed in a motor outrigger canoe which has recently been built by an Englishman, resident in Dutch East Indies. In this primitive dug-out canoe he has fitted a marine motor engine of the latest type, an Ailsa Craig Kid 10-14 h.p. 4 cylinder overhead valve unit made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London.

The canoe is of a type which has been used by the inhabitants of the East Indian Islands from time immemorial. The construction is typical of the perseverance and skill of the Eastern artisan, who, with very primitive tools, shapes a boat from the trunk of a tree. The dimensions are 23 ft. long, the beam not more than 3 ft., and the depth 3 ft. The amount of labour involved may be imagined from the fact that the solid tree trunk from which it has been carved was at least 12 ft. in girth.

Owing to the very narrow beam, outriggers are fixed across the gunwales extending on both sides. To the ends of these are lashed bamboo floats in order to prevent capsizing.

The width inside the hull is not more than 2 ft. 9 in. This gives some idea of the problem, with which the craftsmen were faced, of fitting into so confined a space an engine which would give them the required power.

How well the Ailsa Craig engine fulfills the requirements is shown by the fact that, in spite of the limited space, there is nearly 1 ft. to spars on each side of the engine, thus affording ample room to get without difficulty at the carburetor, sparking plugs, magneto, and, in fact, any part requiring attention. When it is realised that the owner and his men had none of the workshop facilities available in more civilised countries, one can only marvel at this remarkable achievement, only made possible by the ingenuity of the craftsman and the wonderful adaptability of the Ailsa Craig Marine Motor.

WOOD WHEELS POPULAR.

Wood automobile wheels are able to maintain their popularity. Although the wood wheel holds its popularity, the demand for the steel type continues.

ESSEX "COACH"

\$2,145.



The Lowest Price for The Finest Essex Ever Built

This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new, low price places it within reach of all. At little more than the cost of low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality such as you never expected in a car of its price.

ESSEX TOURING \$1,995.

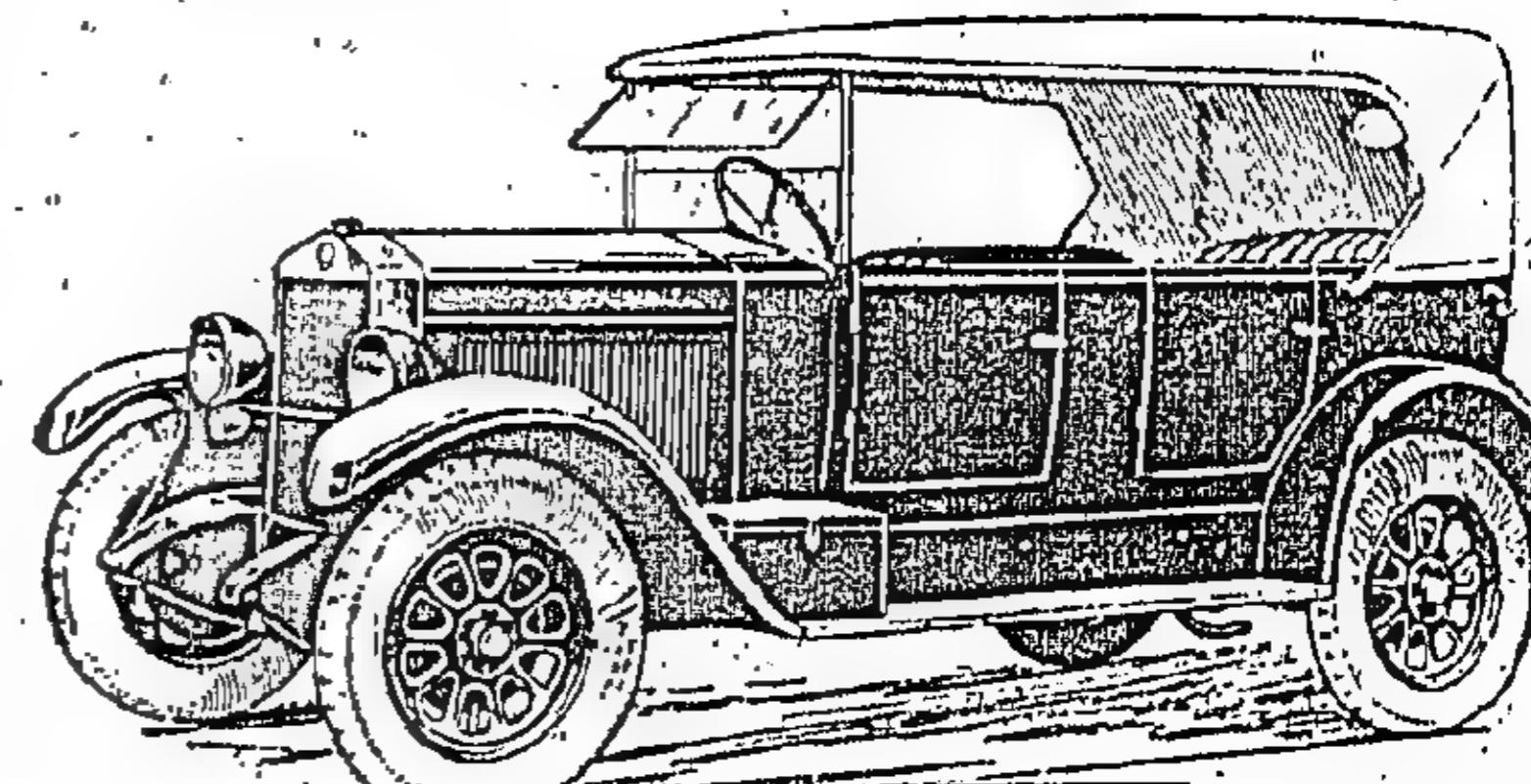
All Prices Include Complete Special Equipment.

**THE DRAGON MOTOR CAR CO.,
LIMITED**

33 WONG NEI CHUNG ROAD HAPPY VALLEY

FIAT

MODEL 503



LIGHT FIRM
ELEGANT SILENT
ROOMY SURE
SERVICE
GIVEN FREE
SIX MONTHS SERVICE
GIVEN FREE
SIX MONTHS SERVICE
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15/30 HORSE POWER

Prices—5 seater "Torpedo de Luxe" ...	H\$3150.00
5 " " " Torpedo Sport" ...	H\$3000.00
5 " " " Saloon" ...	H\$2800.00
2 " " " De Luxe" ...	H\$2000.00
2 " " " Coupe with Dicky" ...	H\$2500.00

A CAR DE LUXE

Meal Frame Body, Balloon Tyres

FIRST SHIPMENT SOLD OUT. SECOND ARRIVING SHORTLY.
SPARE PARTS CARRIED

For particulars apply to:—

Messrs. Societe Italiana Imp. Esp. Estremo Oriente, Ltd.
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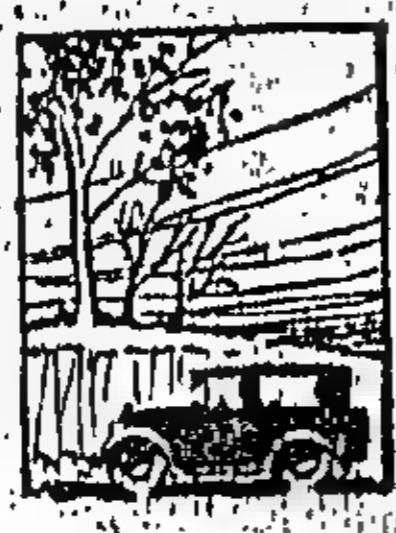
3rd Floor, China Building.

Tel. C. 2221.

Tel. C. 2221.



WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 60 cents for 30 words. 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be mailed for at this office.

FOR SALE

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45123-42). Cash \$4,200. no offers. On view at Dragon Garage, Happy Valley.

BUICK.—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

INDIAN. Combination 7.5 h.p. electric lighting complete. Just been overhauled. \$175.00. Apply Sergeant, Messrs. H.M.S. "Tammy."

HUDSON.—5-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres of New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburetor and Radiator; new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

DODGE.—Touring, 5 passenger, 1926 Model. "Dodge" car, for \$2,100. Perfectly new and in excellent condition. It is a private car driven by the owner. Mileage about 400. Owner wants to buy a smaller car. Will not consider offers. Apply Antonio F. Bataha—Expedients Shisco—Macau.

CADILLAC.—8-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475, care of "Hongkong Telegraph."

NEW RALEIGH'S and spare parts. Harley, Indian, Henderson and 1925 O. H. V. Matchless combination. Harley, Indian Scout, Cleveland and Neracar solos. 5-Seater. Motor Cycle Exchange, K.635.

CADILLAC.—8-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475, care of "Hongkong Telegraph."

BUICK. Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

MORRIS COWLEY.—11.9 h.p. 2 seater Roadster with dickey, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply I.I.K. Hotel Show Room for appointment.

WANTED.—Experienced and careful chauffeur. Apply Box No. 21, care of "Hongkong Telegraph."

WANTED.—Second-hand English car, small type. Owner driven preferred. Send particulars to Box No. 20, care of "Hongkong Telegraph."

BUYERS' GUIDE

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AUSTIN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C. 2487.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Rd. C.4759.

AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C.4915.

BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C.1036.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

DODGE BROS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

ESSEX.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C.1247.

FORD.—Andrew Harper, 6, Queen's Road. C.4895.

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HUDSON.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung

LINCOLN.—Andrew Harper, 6, Queen's Road. C.4895.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung

ROAD.—Happy Valley. C.1247.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290.

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MOTOR CYCLES

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DOUGLAS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

HARLEY-DAVIDSON.—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K.1242.

INDIAN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C.4759.

PUCH.—Leyocco Chin Co., Ltd., Bank of Canton Bldg. C.1221.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei

Chung Road. Happy Valley. C.1247.

TRIUMPH.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annex Bldg. C.4554.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei

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GOOD YEAR TYRES.—Alex. Ross & Co. (China), Ltd., Bank of

China Bldg. C.2487.

MICHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C.3438.

MICHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C.704.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's

Road. C.4759.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

ILL ADAPTED SPARK-PLUGS

An occasional cause of knocking is use of spark-plugs unsuited to the engine in which they are used. Some plugs are unusually long, in order to extend through the water-jacket space of certain engines and bring the spark points properly into the combustion space. When such plugs are used in other engines, in which the distance from outside the cylinder into the compression space is considerably shorter, the spark points and the end of the shell may extend so far into the burning gas, that they become and remain so hot as to prematurely ignite the charges and cause knocking and backfiring. On the other hand, a plug of the short type, such as would be adapted for use in such an engine would not prove successful in one requiring a long plug, because spark-points would hardly extend into the gas, but would be located in the spark-plug recess and would be surrounded by stagnant, foul gas, which might not ignite reliably, especially with the engine throttled down. It is important that the length and general type of spark-plug recommended for use with any particular engine be adhered to, for great care is taken by every manufacturer to adopt plugs properly adapted to the requirements of his product and any radical departure therefrom.

REMOVING FLYWHEEL

Question.—The teeth on the flywheel of my engine have become so worn that the starter will not turn the engine over. Can the flywheel be removed from the shaft, with ordinary tools, or must it be pressed off?

Answer.—In all probability you will need a puller of the screw type, such as is used in removing road wheels from their axle-shafts but you can readily borrow one of these if you have none. After the bolts, which hold the flywheel web to the crankshaft-flange, are removed, the employment of a stout screw-puller, in combination with the judicious use of a hammer ought to start the wheel off its taper, but occasionally a flywheel is met with which requires a regular press to free it.

AIR-BOUND OIL PUMP.

Question.—Since removing the oil-pan of my engine and giving it a thorough cleaning the oil-pump refuses to work, as indicated by the oil-rage not showing pressure. What is wrong and what should be done?

Answer.—The most likely cause of this trouble is that during the cleaning operation, the oil escaped from the oil-pump housing and the oil intake-pipe, leaving them filled with air. This pump is well above the oil-level in the crankcase and the tendency would be for it to empty itself of oil. An oil-pump of this kind cannot pump air and the pump housing probably failed to fill with oil, causing an entire failure of oil circulation. You will have to prime the pump, that is, fill it with oil, by hand. You can probably detach the oil-gage tube, where it enters the delivery pipe and supply oil through this opening, with a squirt-can, until the pump-housing is full. Oil pressure should then start, when the engine begins to run.

UNSATISFACTORY GASOLINE ECONOMY.

Question.—I am getting but 12 miles per gallon of gasoline, with my 1925—car, although I am told that I should be getting 18. Carbon has been removed, the valves ground and the carburetor adjusted, without improvement. Where can I get carburetor correctly adjusted? What other suggestions can you make?

Answers: You better drive your car to the local service station of this make of carburetor and have them check it up carefully, but it is by no means certain, as you seem to assume, that your low fuel economy is really the fault of the carburetor.

While you ought to be securing 18 m. p. g. on trips of considerable length, in warm weather, if you're using your car for short trips only, with long waits, it is not surprising that you are getting only 12 m. p. g. The carburetor is often blamed for faults which are located elsewhere.

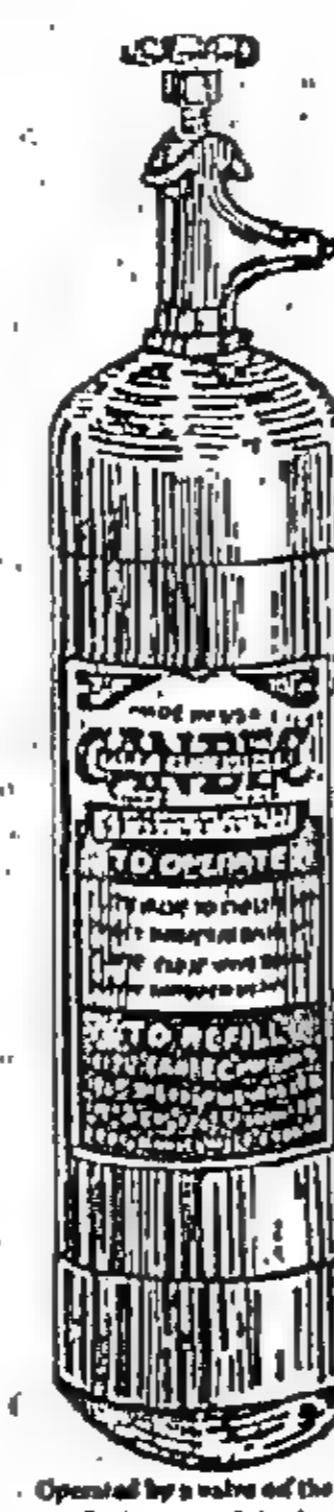
Unless the circulating water runs warm all time, with plenty of heat applied to the intake system, unless the piston fits are good and the ignition timing right and everything about the car well lubricated and free from drag, poor fuel economy will result, even though the carburetor is functioning perfectly.

COULD YOU SAVE IT?

If your car caught fire, could you save it?

Allow the CAN BEC

Fire Extinguisher to solve the problem for you.



Opened by a valve at the top. Brass Cylinder 15 inches high. ALWAYS READY FOR USE.

WEIGHTS ONLY 6 LBS. and is the ideal form of protection for motor cars motor boats etc.

Demonstration any time.

STOCKS CARRIED

— by —

SHEWAN TOMES & CO.

Tel. C. 781. Import Dept.

Bank of China Building.

To ARRIVE SHORTLY

Alex. Ross & Co. (China)

Limited.

Bank of China Building.

Stocks carried.

BY THE WAY

MOTORISTS AND THE STRIKE.

Great Britain has, for its area, the greatest motor fleet in the world.

At the commencement of the strike, it is estimated that the motor strength of the country was:

640,000 Cars with 2,500,000

passenger capacity.

600,000 Motor Cycles with

700,000 passenger capacity.

230,000 (Motor Vans, Lorries)

with load capacity of

400,000 tons.

Above figures are exclusive of

public service vehicles.

Therefore one and a half million motor vehicles were available for transport of passengers and goods, while ordinary railway and other transport was suspended.

The Automobile Association estimates that the private vehicles were capable of carrying within four hours nearly 12 million passengers over a distance of ten miles at a speed of ten miles per hour. In four hours the goods vehicles could transport one million tons over the same distance.

Skilful organisation was necessary to utilise this mobile force to the best advantage. The Government organised a comprehensive system of emergency transport—but its efficiency depended entirely upon the co-operation of "organised motorists."

The A.A. with its membership of over 275,000, is the largest motor organisation in the world, the vehicles owned by its members include covered cars, motor cycles and commercial motor vehicles. Within a very short period, this grand unit was, by the whole-hearted co-operation of the members, ready and prepared for more work than was demanded by the situation.

No appeal for volunteers was issued by the A.A., in any shape

SIGN OF CAREFUL MOTORIST



Keep license plates clean and easily visible.

transport, fully adequate for requirements.

A.A. duties, as carried out by A.A. members and staff included:

Keeping main lines of communication open with special fleet of vehicles.

Providing dispatch riders.

Enrolment of volunteers.

Night and day service at A.A. Headquarters.

Cars and drivers supplied to authorities at short notice from each A.A. office.

Special A.A. vehicles carried official dispatches and communications.

Most of this important work was done after midnight.

Daily "Road Posts" were run to all parts of the country.

The net result of the A.A. strike services was that the Government Road Commissioners and Food Officers had at their disposal a fully equipped and efficient system of road post and rapid

A.A. services were organised and rendered in the interests of the community. "Strike Breaking" was no part of its programme. Members of Parliament were provided with transport to their homes when the House rose—Members of all Parties were assisted—Conservative, Liberal, and Labour.

...and rendered in the interests of the community. "Strike

Breaking" was no part of its programme. Members of Par-

liament were provided with trans-

port to their homes when the

House rose—Members of all

Parties were assisted—Conserv-

ative, Liberal, and Labour.



Buick is the only car with the sealed chassis and the triple-sealed engine

And in addition, every bit of air, oil and gasoline used by the engine now is cleaned! Air cleaner, gasoline filter and oil filter are now added to Buick's famous protection against wear. This is the "Triple-Sealed Engine"!

You cannot find the same completeness of protection on other motor cars. Look for it before you buy. It means long life and reduced upkeep.

The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road Tel. C. 1030.

the Better Buick

Announcing
the new "70"
WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

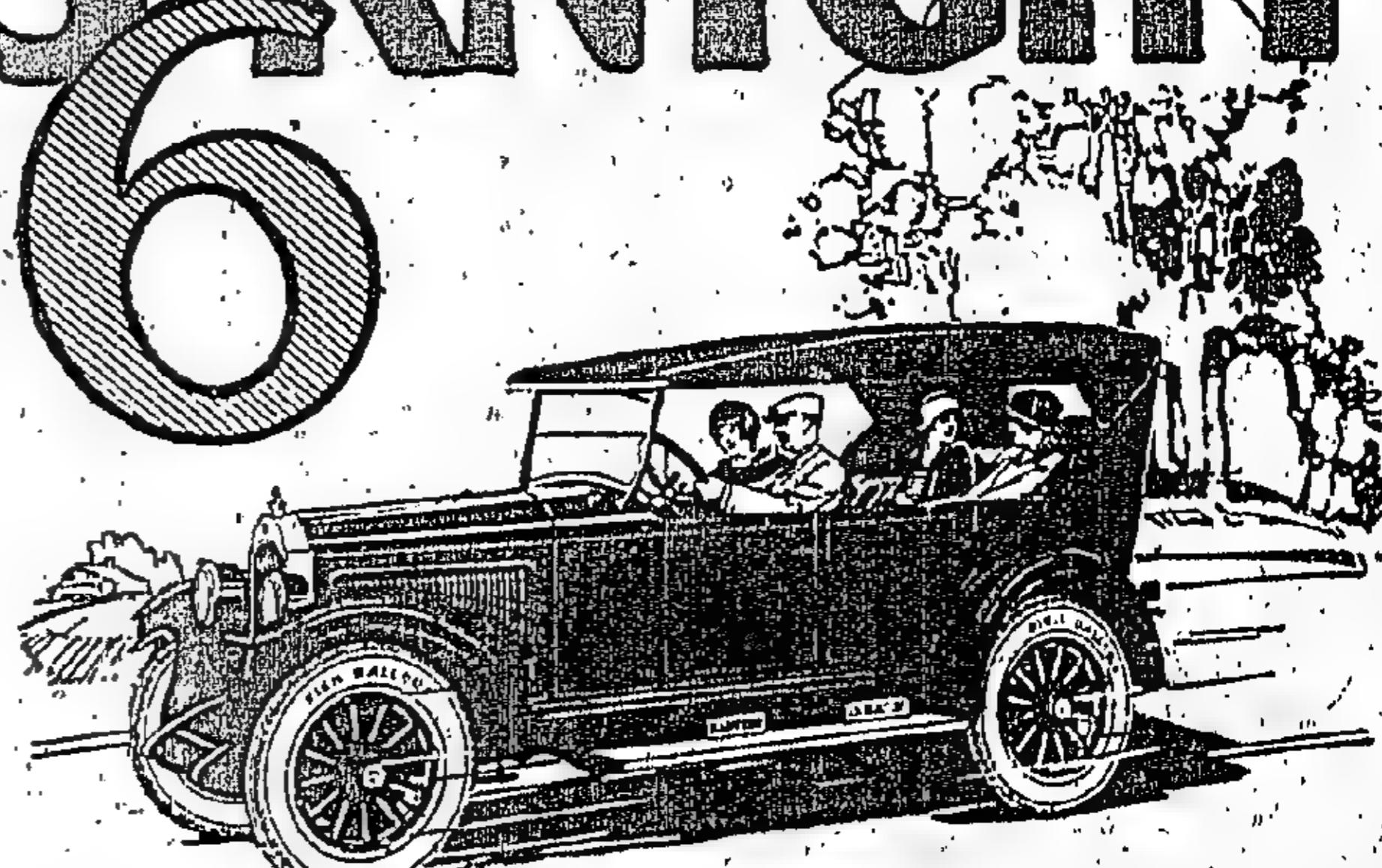
It is remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15/16 inch bore and a 4 3/8 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.



Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braiding system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

An conception of road stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving you enjoy a continuously agreeable feeling of solidity. Riding

you have a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

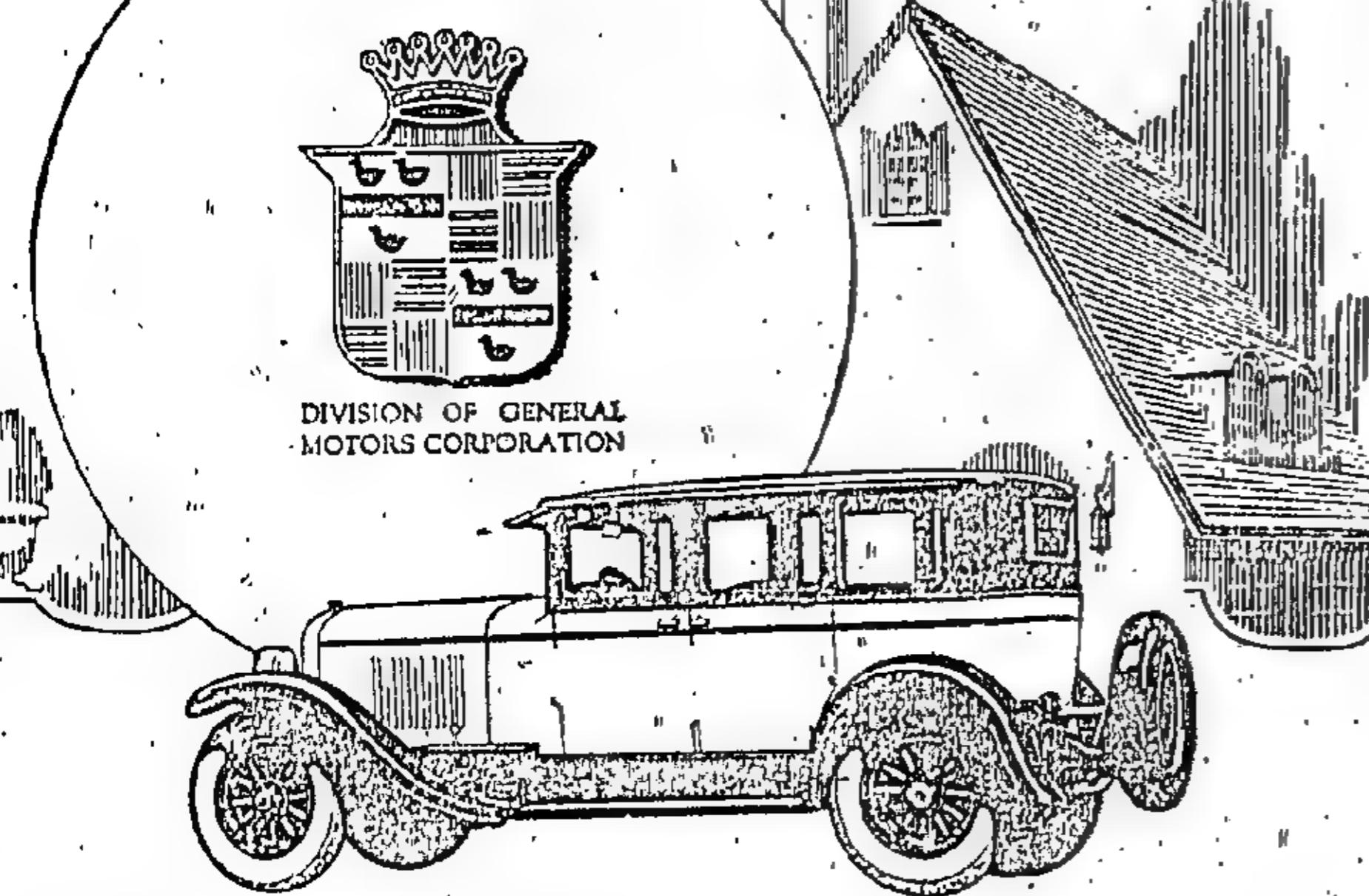
A remarkably beautiful body—For style and smoothness, inside and out, this fine car is unequalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central

NEW NINETY DEGREE CADILLAC



The clear-cut superiority of the new 90-degree eight-cylinder Cadillac over anything in the fine car field is responsible for its extraordinary sales success. Ever since the day the first new 90-degree Cadillac was shown, the demand for it has been growing greater. Not in a few sections, or in a few cities, but all over America.

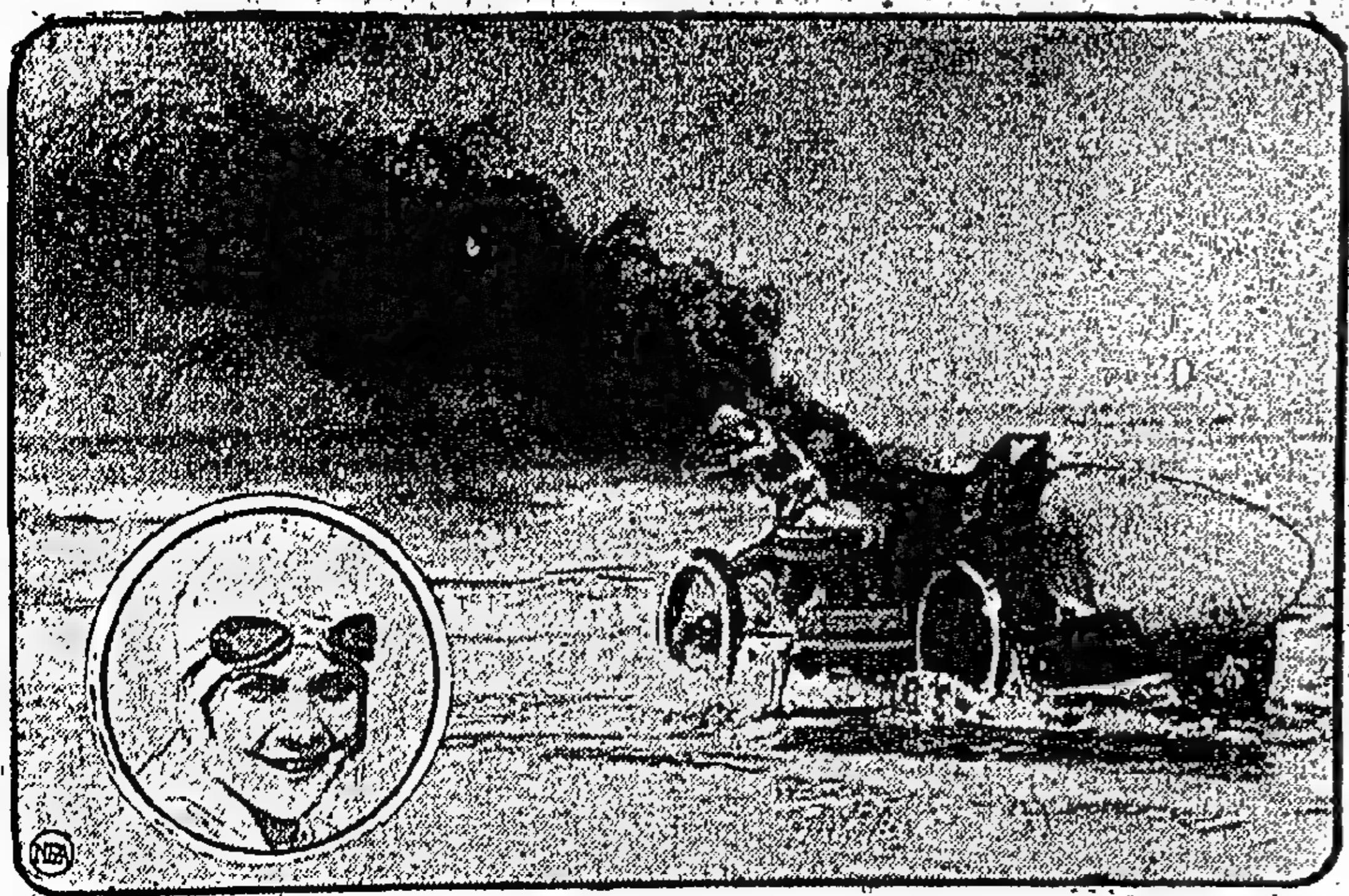
There is every reason why this

Prices range from \$2995 for the Brougham to \$4485 for the Custom Imperial. F.O.B. Detroit. Tax to be added.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)
Car Sales & Accessories Service & Replacement Parts
Phone Central 4759. Phone Central 4602.

NERVE SAVES LIFE OF GIRL HERO:



While making a speed of 130 miles an hour at Daytona Beach, Fla., the car driven by Joan La Coste, noted French racer, caught fire. Her brakes would not work. She drove into the surf at an angle. The pressure of the water halted the car. This picture was taken the moment Miss La Coste (closeup in inset) jumped out.

The Master Tyre of Master Builders

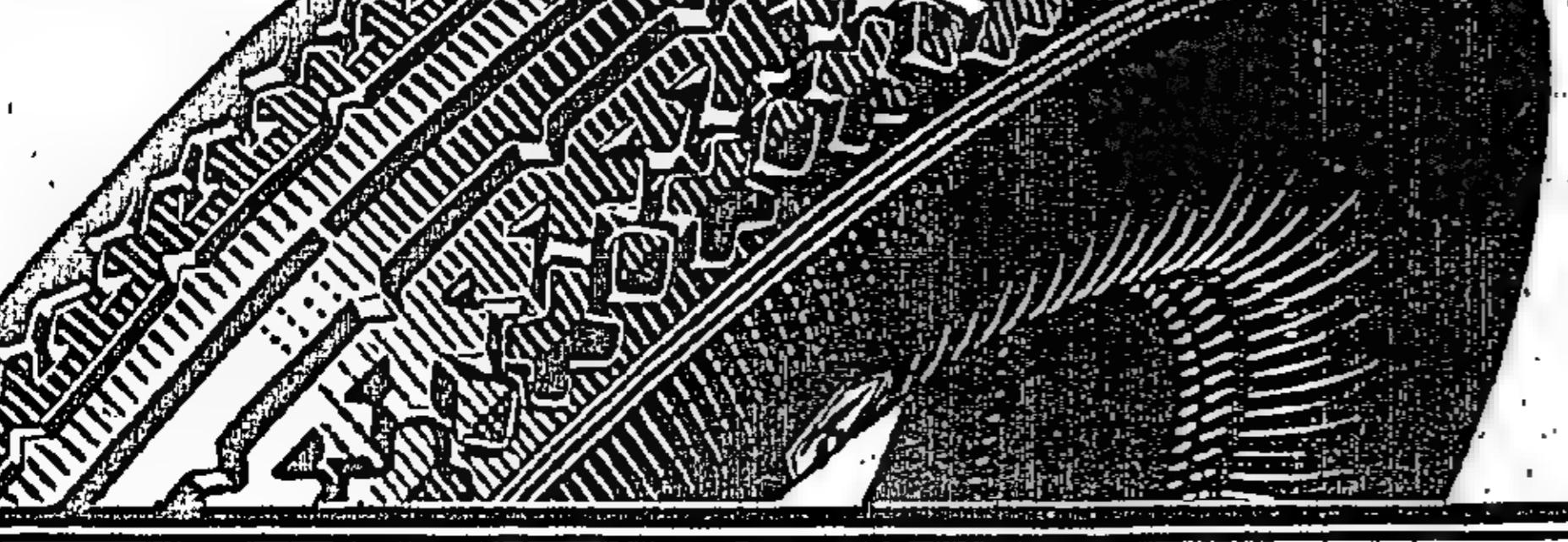
Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped Balloon is the Firestone masterpiece—a stroke of master-building.

And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do raise tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now! The cost is low.



THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

DON'T

SPOIL THE SHIP FOR A HA'PORTH OF TAR!

Nothing is more important in your house than the Sanitary Arrangements.

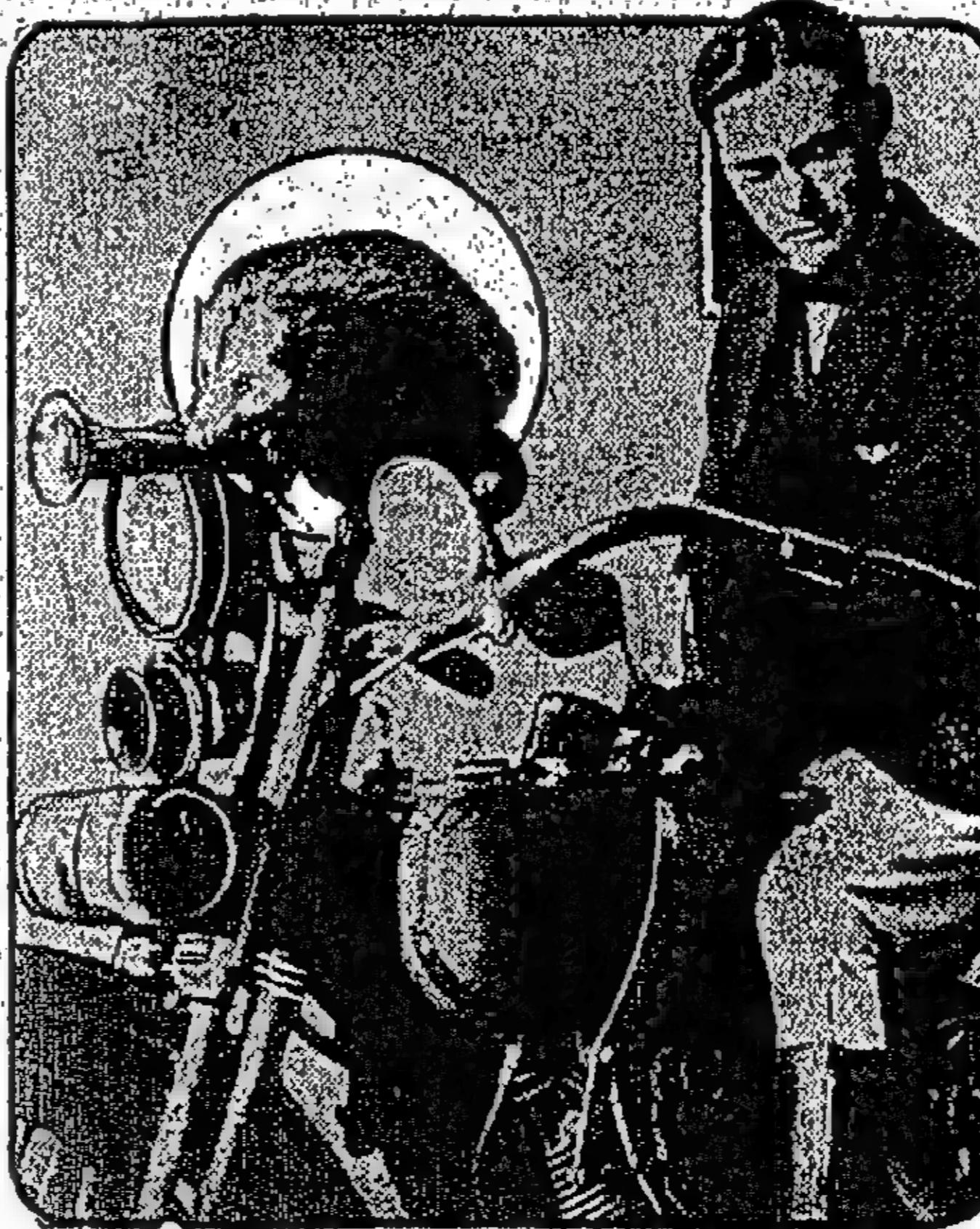
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PLUMBING
HEATING
HOT WATER INSTALLATIONS
SANITARY SYSTEMS

We not only supply first class material and fittings, but also provide expert Foreign Supervision by qualified Sanitary Engineers.

DODWELL & CO., LTD.
Telephone Central 1030.

STRANGE MOTOR CYCLE MASCOT.



This opossum is the mascot of an American motorcyclist.

BUYING A CAR.

NO LONGER CONSIDERED AN EXPENSE.

A market for motor cars limited only by the effective will of a people to possess individual transportation is the upsetting fact of the automotive industry which has confounded the theories of a large and important school of economists, according to Lynn McNaughton, Cadillac vice president.

"Early prophecies as to the extent to which people could buy motor cars were based upon visible resources and the natural growth of wealth and population," is Mr. McNaughton's statement. He continues, "The big dynamic fact behind the motor-car—the desire to own and use it—never entered into the calculations. So great is the contribution of the motor car to the economic and social life of the nation that there is an economically sound and universal desire to own one. So effective has this desire become, in fact, that it has estimated the wealth producing power of the nation."

"When anyone really wants a car, he seldom makes a real sacrifice to buy it. Instead he usually finds some way to earn the additional money. This is one reason why the motor car contributes to the wealth of the nation all that it costs and much more.

"In common language American people are often called the greatest gamblers on earth. The fact is that Americans have an abiding faith in the future and are willing to stake their all on their belief in continued progress. In the case of the motor car, the extent to which it contributes to individual efficiency in business and the broader social phases of life has been so thoroughly demonstrated to the American people that the purchase of a car is no longer considered an expense. In the same way as buying a home, the great majority of motor cars are to-day bought on time, the buyer realising that the car will return future dividends.

"While economists have from time to time established saturation points for the motor car, these points have all been passed and the industry is still growing. So long as the motor car continues, like the telephone, to contribute more than it costs to the economical and social welfare of the nation, its use will continue to grow.

"The American nation is keenly alive to this fact and is to-day not only buying cars in larger volume than ever, but it is also buying them upon its promise to pay in the future."

"Foreign nations, with their great populations, their great undeveloped natural resources and in the unawakened desire of possession, have a basis upon which an expanding market for motor cars will be logically and inevitably developed."

A New

Light Weight Overland

The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet"; it has more speed than the greyhound with all the tenacity of the terrier.

Absolutely new design.

Speed over 65 miles per hour.

Acceleration, 5 to 30 miles in 13 seconds.

28 or more miles to the American gallon.

250 miles to quart of oil.

20,000 miles to a set of tyres.

Four wheel mechanical brakes.

Inraversable Steering.

56 inch tread.

Conventional springs.

29 4.40 Cord Balloon tires.

Engine developing 31 horsepower.

Remarkable acceleration.

Low hung body of very pleasing lines.

Finished in Blue lacquer.

Ample room for passengers.

Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

Quality Visible and Quality Concealed in every Studebaker

The One-Price Unit-Built Car

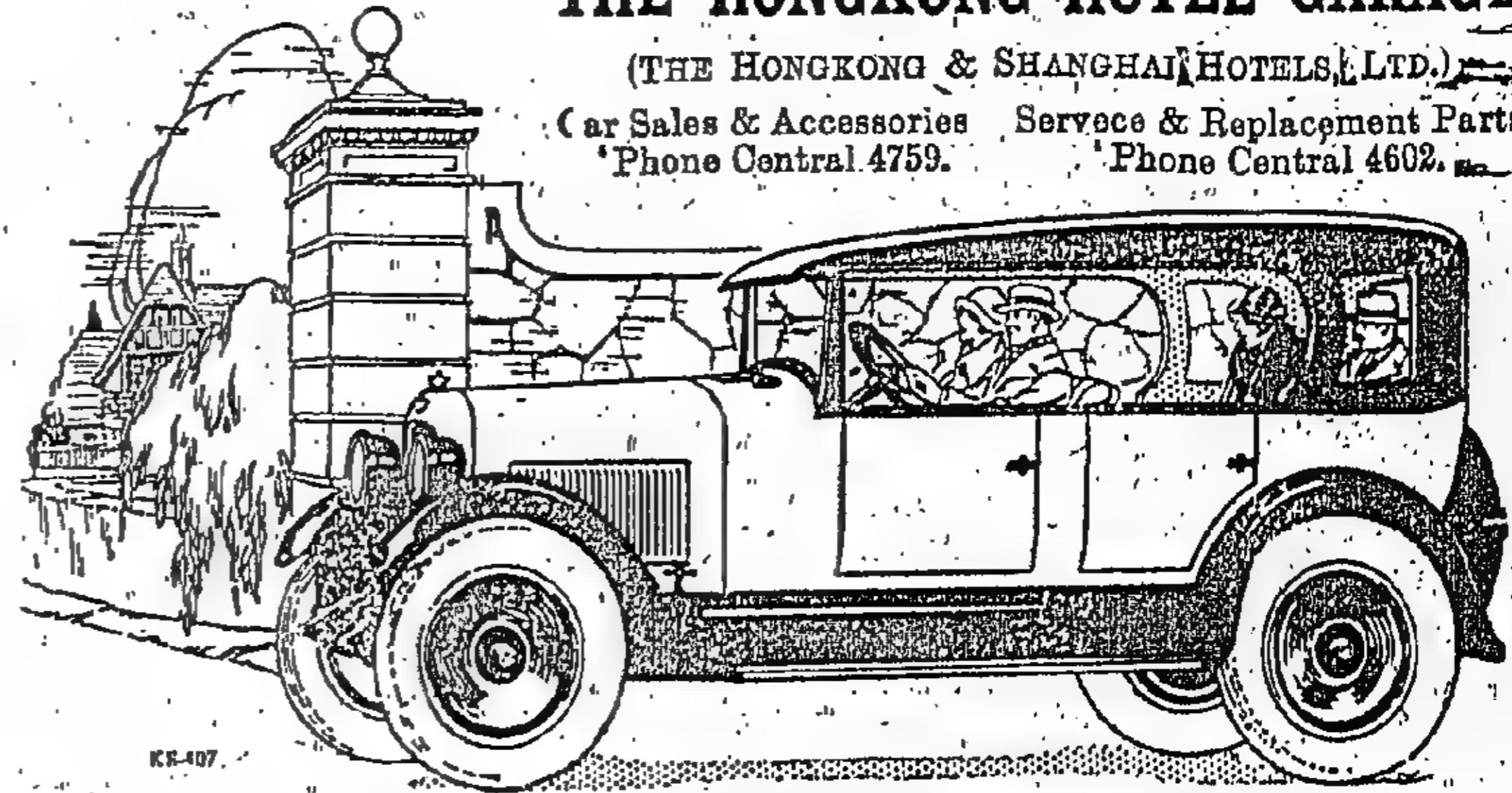
Studebaker is the One-Price car because all engines, bodies, steering gears, clutches, gear boxes, differentials, springs, axles, grey ironings and forgings are made in Studebaker's own factories. This eliminates the extra profits of middlemen and body makers and affords great savings, which Studebaker returns to the product faster materials and better workmanship.

With every vital part designed, engineered and manufactured by one organization, Studebaker cars are Unit-Built and all parts are perfectly coordinated. This insures longer life, greater riding comfort and higher resale value.

At an expense of \$120,000 a year, Studebaker machines its crankshaft on all surfaces. This explains the smooth vibrationless operation of Studebaker engines—a feature that adds thousands of miles to the life of the car.

Studebaker pays a premium for steel of extra toughness;

it uses only fine northern ash and hard maple wood in the body frames—no soft gum such as is customarily used in building bodies. These are typical examples of quality beneath the surface of Studebaker cars.



STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 25 YEARS

FOREIGN TRADE GOOD

TEST DRIVING ABILITY

SOUND AUTO FINANCING

Export trade is no longer incidental to American automobile business, says H. H. Rice, a director of the National Automobile Chamber of Commerce. This industry now ships 12 percent of its factory production to foreign markets.

To test the alertness and quick thinking powers of chauffeurs applying for licenses to drive automobiles, a miniature road-way with tiny cars operated by levers has been devised by Dr. M. S. Vitale, psychologist, of the University of Pennsylvania.

Automobile financing firms which have followed a policy of careful examination of risks, adhering to standard credit limits, are those which are surviving competition and now dominating the field," says Alfred Leavitt, general manager of the Automobile Chamber of Commerce.

REPULSE BAY COACH SERVICE

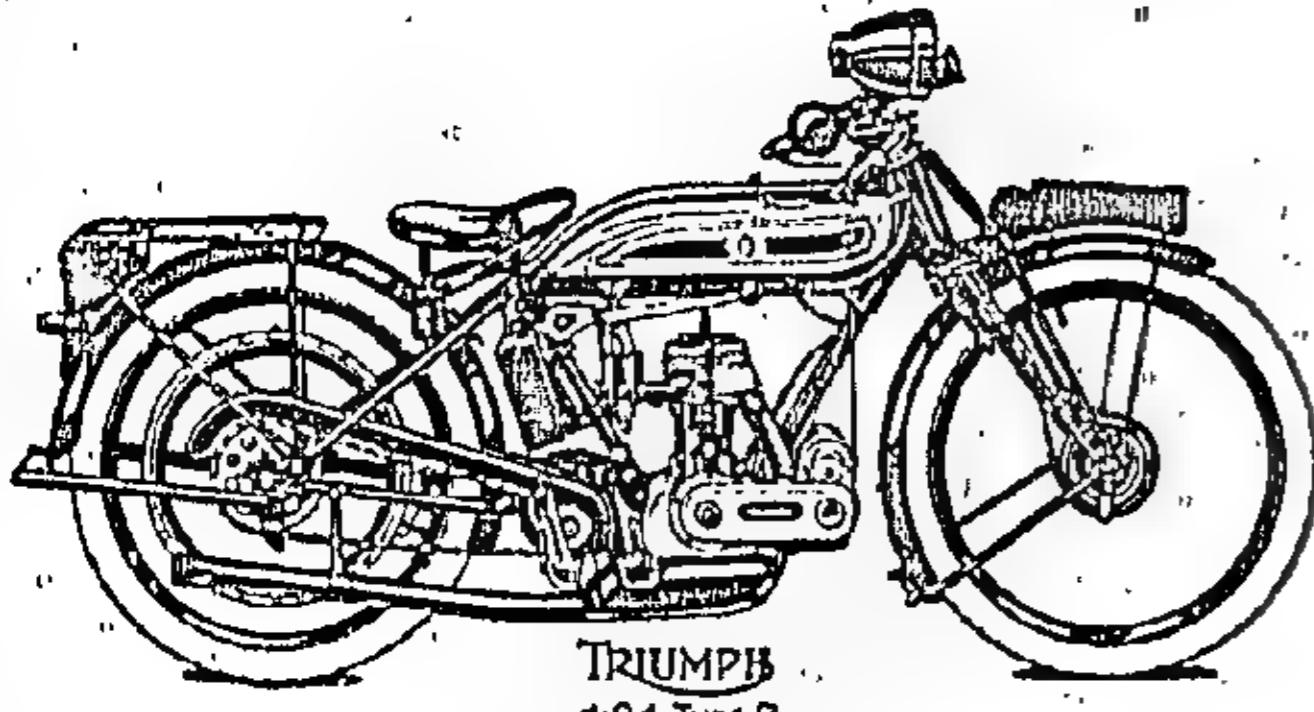
The following schedule is effective until further notice.

Leave	Leave
Hongkong Hotel	Repulse Bay Hotel
7.45 a.m.	8.15 a.m.
9.45 a.m.	9.30 a.m.
11.15 a.m.	9.45 a.m.
12.45 p.m.	9.00 a.m.
3.00 p.m.	10.15 a.m.
4.15 p.m.	11.45 a.m.
5.00 p.m.	2.00 p.m.
5.30 p.m.	3.30 p.m.
6.00 p.m.	5.30 p.m.
6.30 p.m.	6.00 p.m.
7.30 p.m.	7.00 p.m.
11.30 p.m.	8.30 p.m. *12.00 mid.
SATURDAYS.	
7.45 a.m.	8.45 a.m.
9.45 a.m.	9.30 a.m.
11.15 a.m.	8.45 a.m.
12.30 p.m.	9.00 a.m.
1.30 p.m.	10.15 a.m.
to Half Hourly	11.45 a.m.
6.30 p.m.	1.00 p.m.
7.30 p.m.	2.00 p.m.
11.30 p.m.	7.00 p.m.
Half Hourly	
7.45 a.m.	8.30 p.m.
9.45 a.m.	12.00 mid.
SUNDAYS & HOLIDAYS.	
7.45 a.m.	8.45 a.m.
9.00 a.m.	10.30 a.m.
10.30 a.m.	11.00 a.m.
11.30 a.m.	12.00 noon
12.30 p.m.	2.00 p.m.
2.00 p.m.	2.30 p.m.
to	to
6.30 p.m.	7.00 p.m.
7.30 p.m.	8.30 p.m.
11.30 p.m.	12.00 mid.

*Bus leaves Repulse Bay at 12.15 a.m. instead of midnight when Dinner Dances are held at Repulse Bay Hotel.

THE HONGKONG HOTEL GARAGE.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

TRIUMPH

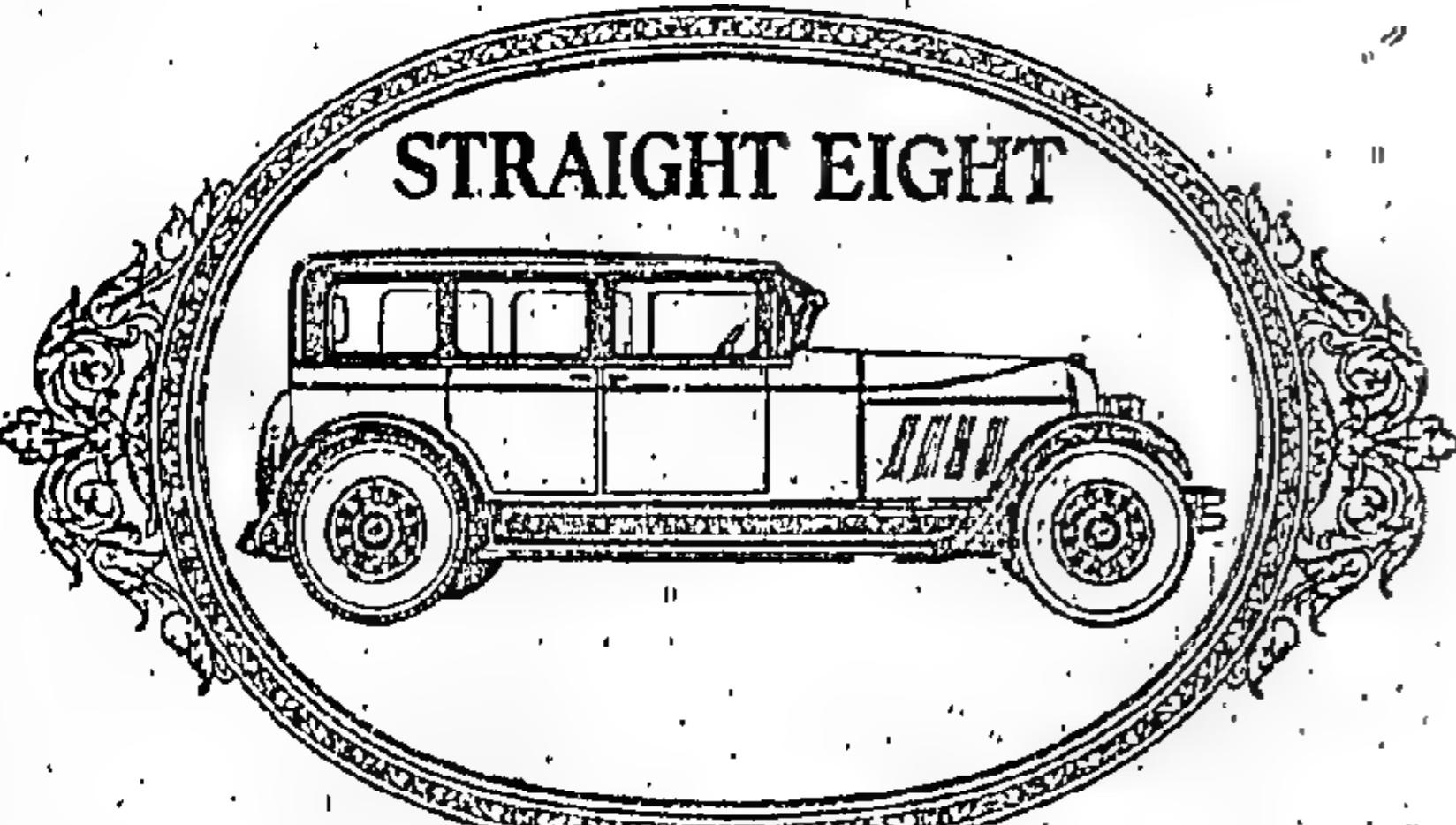


Stock Carried.

Salesroom at 1a, Chater Road, open every day (Sundays excepted) until 5 p.m.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1a, Chater Road.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual stamina that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—all the Auburn does not sell itself, you will not be asked to buy.

人理代辦中國及香港
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第一四空氣一大通路
新嘉坡本社

Full Particulars from:-

The UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road, Central.

ZERO WEATHER.

FLAT DOES WELL IN SEVERE TRIAL.

For the last 20 years (exclusive of the war period) the Royal Automobile Club of Sweden has organised annual winter reliability trials, which are recognised as the most severe of their kind in Northern Europe. This year's event consisted of two distinct trials; a hill climb and a long-distance endurance test from Oslo to Stockholm, over bad roads, and with the thermometer standing between 5 and 25 degrees below zero.

Three classes took part: (a) cars driven by owner-drivers; (b) cars driven by professional drivers; (c) all other cars. The distance for class A was 776 miles at an average speed of nearly 25 miles an hour, while for the two other classes, the distance was reduced to 602 miles, and the average speed was 22½ miles an hour. An official observer was carried on each car, and the competitors started at intervals of five minutes.

At first the machines remained close together, for the roads had been cleared of snow. Later,

however, immense difficulties were encountered, the snow being so deep that skis had to be fitted to the front wheels and long distances covered in bottom gear.

It was under these conditions that the Fiat 501, one of the smallest machines in the trials,

secured a substantial load, and driven by Groenqvist, finished eight hours ahead of its nearest competitor, in 63 hours 5 min.

The second best performance was that of a Fiat 501, driven by Bergström, which occupied 67 hours 16 min. The leaders in each of the bigger car classes were Nilsson (Ford), 74 hours; Næs (Ajax), 74 hours 2 min.; Bylund (Jewett), 77 hours 33 min.; Ohlsson (Dodge), 84 hours 57 min.; Norrman (Studebaker), 91 hours 25 min.; and Aronsson (Diatto), 95 hours, 17 min.

Over the short route the winners in the amateur section were Wiger (Citroen), 62 hours 16 min.; and Wahlstedt (Dodge), 69 hours 10 min. In class (c), Hedblom (Ford), was first in 67 hours 56 min., while Gongsten (Fiat 501) was second in 70 hours 59 min.

GOOD DRIVING.

SIX MAJOR ESSENTIALS.

Seven nationally known traffic and safety experts were asked to state what they believed were the characteristics of a safe and good driver. An analysis of the opinions submitted show that the men all agreed on the following six major essentials of good driving:

1.—The good driver has a high degree of self-control at all times, this control manifesting itself in various ways.

2.—The good driver always maintains his car in such shape that it responds easily and quickly, thus assuring control of the car as far as the purely mechanical equation is concerned.

3.—The good driver regulates his speed in accord with the conditions of the road over which he is travelling and never travels at such a rate that he cannot stop it within the "clear course" ahead.

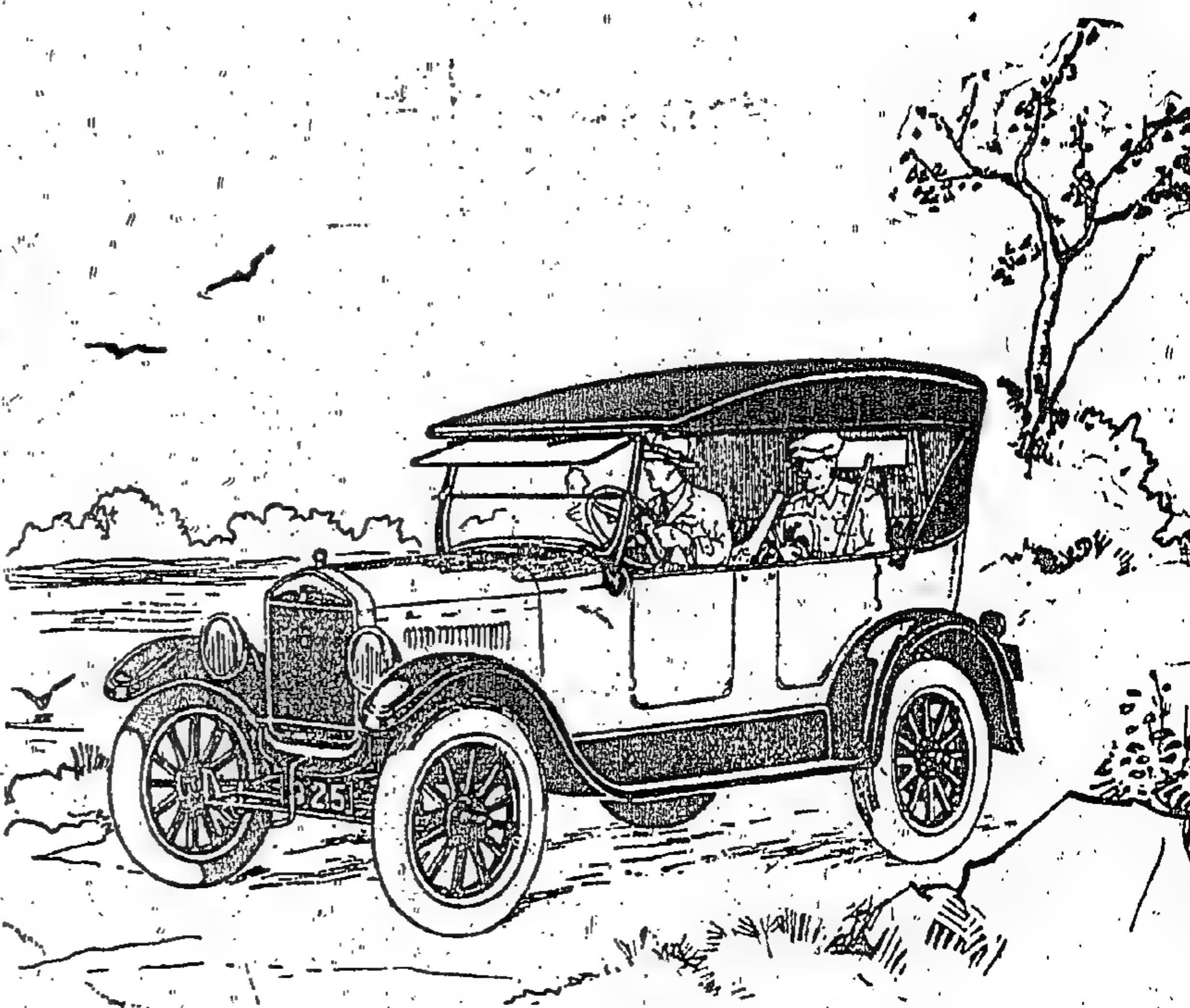
4.—The good driver invariably exercises due regard for the rights of others and always applies the simple axioms of courteous behavior.

5.—The good driver accepts the safety of the pedestrians as a primary consideration.

6.—The good driver keeps his mind on the road ahead, as day-dreaming or chattering at the wheel causes many more accidents than are caused by boggings.

BEAUTY ~ COMFORT

Ford



More Style and Comfort Found in New Design

You should call at our show room and see the improved Ford cars now on display. While your first thought will be of their pleasing appearance, you will quickly realize how greatly comfort, convenience and usefulness are increased. A pronounced stream line effect is given by the chassis being dropped and the bodies lowered and lengthened. More room, more ease, more style. The seats, low and deep, give a sense of comforting security both to driver and passengers.

ANDREW HARPER

Chatham Road, Hung Hom, Kowloon, 6, Queen's Road Central
HONGKONG.

Telephone: C. 4895 and K. 1216

Ford Motor Company
Detroit, U.S.A.

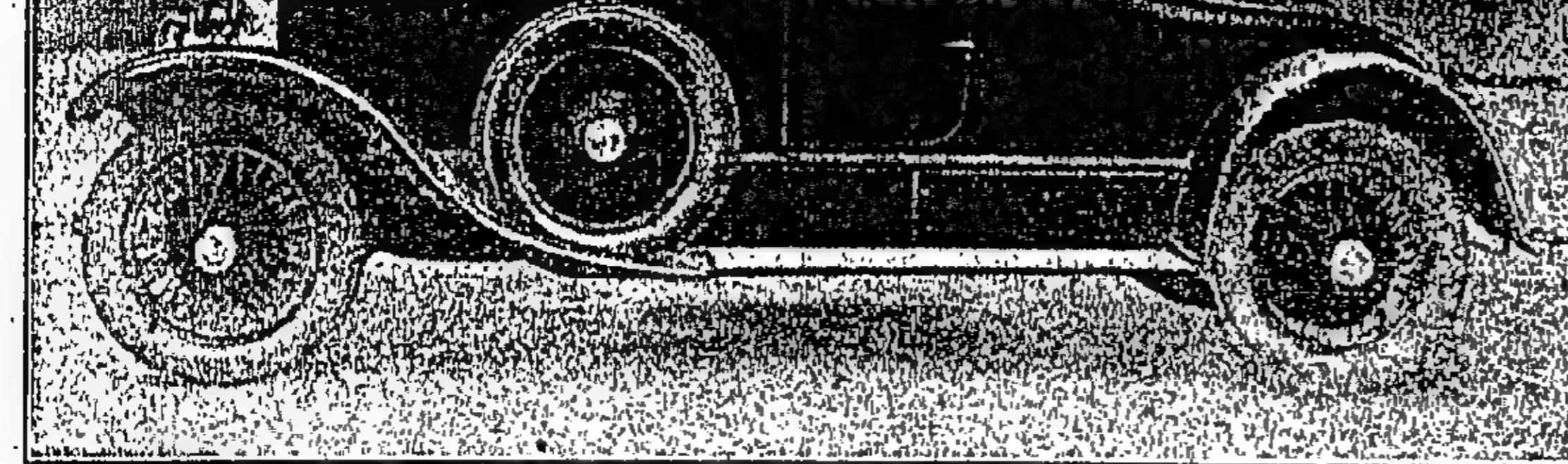
CONVENIENCE ~ UTILITY

Fiat 509

10 H.P. - 2 SEATER
Equipped with
Ballon Tyres
34 MILES per GALLON

Demonstration Model
for Sale
Price \$1850.00

For particulars apply to—
Messrs. Societe Italiana Imp. Esp.
Estremo Oriente, Ltd.
Managers—
A. GOEKE & CO.
3rd Floor, China Building
Telephone Central 2221.



The above is a photo of the latest type of two seater touring car built by the Rolls-Royce Factory.



**THE HANDY LITTLE
Motor Cycle
3.5 H.P.**

In order to introduce this excellent machine in South China, we are making a special price offer.

\$330 CASH or \$350 TERMS

For reliability and Economy, combined with low-cost price, this offer is unique.

We shall be pleased to show you a model at our showroom.

Leyseco (China) Co., Ltd.
BANK OF CANTON BUILDING,
4th Floor
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**THE HONGKONG AUTOMOBILE
ASSOCIATION**

A Few Advantages:
10% Off Motor Car Insurance,
5% Off Gasoline Bill,
Free Legal Advice,
Free Mechanical Advice,
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership etc. to
MR. P. M. HODGSON,
Hon. Secretary,

Bank of China Building.

COST OF ROADS

The average cost of the several types of hard-surfaced road construction in the United States is given as about \$32,200 a mile. Gravel roads cost about \$10,000 a mile.

A TRIUMPH OF BRITISH ENGINEERING SKILL.

FATAL DROP.

**MOTOR CYCLE
GYMKHANA**

Organised by the M. I. and A. C. Companies of the H.K.V.D. Corps

will be held on the Sookumboo Football Ground on Saturday, July 10th 1926.

Commencing at 2.45 p.m. Sharp

The following Events will be open to all Motor Cyclists in the Colony:

EGG and SPOON RACE	(Solo)
NOVELTY RACE	(Sidecar)
MUSICAL CHAIRS	(Sidecar)
BUN BITING	(Solo)
TLTING THE BUCKET	(Solo)

MANY ATTRACTIVE PRIZES

have been donated by the following firms
Silver Cup Messrs. Gilman & Co.
Silver Cup Hongkong & Kowloon Taxi Cab Co., Ltd.
Silver Cup The Dragon Motor Car Co., Ltd.
Silver Cup presented by the Soc. Italiana Imp. Esp.
Estremo Oriente and Messrs. A. Goek & Co. on behalf of the Fiat Motor Car Works.

Challenge Cup	Messrs. Harley Davidson (Per A. Gascon)
Goodyear Motor Cycle Tyre	Messrs. Alex. Ross & Co., Ltd.
Prest-O-Lite Battery	Hongkong Hotel Garage
Universal Spotlight	Hongkong Hotel Garage
Two Pairs Dominion Royal Cord Inner Tubes	Messrs. Loxley & Co.
Open Order for 32 Gallons "Shell"	Asiatic Petroleum Co.
Two Michelin Tyres	Europe Asia Trading Co.
Two Dozen Ripault's Spark Plugs	Universal Auto Supply Co.

Members of the "Mounted Infantry" will take part in interesting Equestrian Events.

The Band of The East Surrey Regiment will play during the afternoon by kind permission of Lieut. Col. Montague Bates, C.B., C.M.G., D.S.O., and Officers.

Refreshments will be obtainable on the Ground.

EXCELLENT SPORT ... VALUABLE PRIZES

Entries should be sent to the Gymkhana Committee, Volunteer Headquarters, together with entrance fees. Minimum \$1.00. Entrance to Grandstand by Programme obtainable on the Ground, 50 cents each.

MAKE A SPECIAL POINT OF ENTERING NOW
Entrance Forms at Hongkong Telegraph Office.

PACKARD

—the Choice of Diplomats

THOSE who are chosen to represent their countries at the courts of the great Capitals must in turn possess equipment in keeping with the importance of their missions.

Ten prominent American diplomats have recently selected Packard cars as affording the distinction necessary to their business and social activities.

In England, a Packard Six has appeared at the Court of St. James, while in France, an Eight has stood an object of beauty, at the gates of the Palais de l'Elysee.

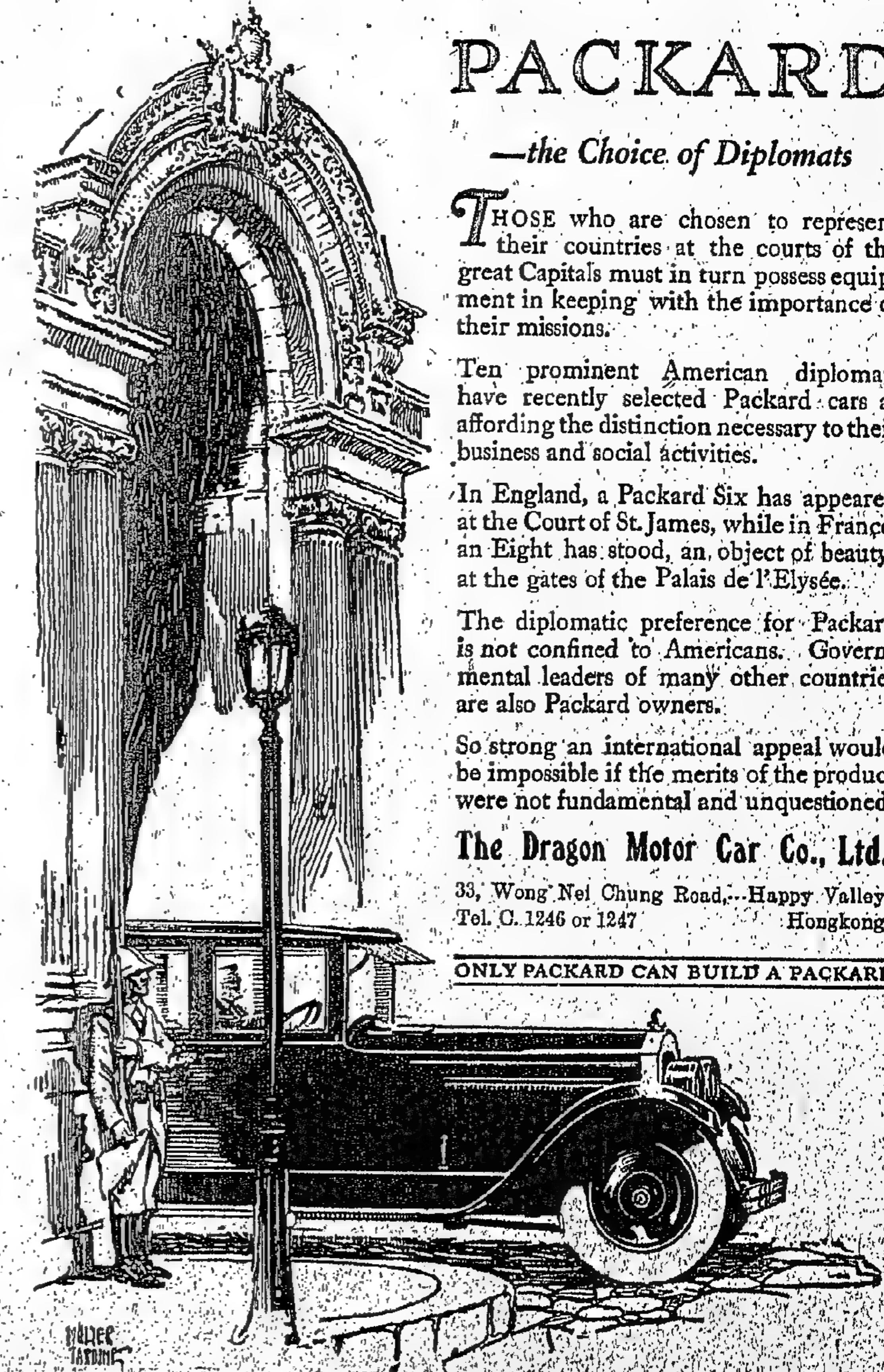
The diplomatic preference for Packard is not confined to Americans. Governmental leaders of many other countries are also Packard owners.

So strong an international appeal would be impossible if the merits of the product were not fundamental and unquestioned.

The Dragon Motor Car Co., Ltd.

33, Wong Nai Chung Road, Happy Valley, Tel. C. 1246 or 1247, Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

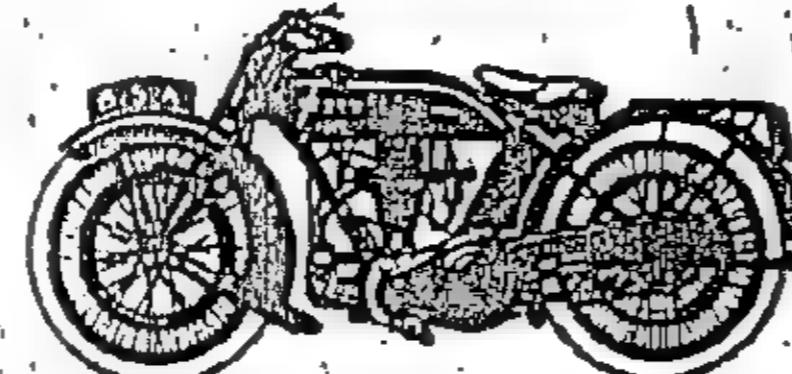


LEAD THE WAY

ON A

B. S. A.

THE UNDISPUTED LEADER.
WITH
AN UNEQUALLED RECORD FOR
RELIABILITY.



NOTE OUR LOW PRICES
OF MODELS IN STOCK

2.49 H.P. Solo, Acetelene Lighting	\$350.00
3.49 H.P. " " "	\$450.00
3.49 H.P. " Electric "	\$500.00
3.49 H.P. OHV. Solo, Acetelene Lighting	\$525.00

IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount.

THE SINCERE Co., Ltd.

Sole Agents.

HILL STATIONS.**BIG SCHEME FOR MALAYA.****"CAMERON'S HIGHLANDS."**

The development of Cameron's Highlands as a hill station has definitely been decided on by Straits Settlements Government. The abandoned section of road between the 12th mile from Tapah, and Jor, at the 20th mile, is under reconstruction.

In Sir George Maxwell's report for 1925, it is stated that first class motor road has been traced as far as the pass into Pahang, at the 23½ mile, with a gradient of not more than 1 in 30 for the greater part of the distance, and a section of three miles with a gradient of 1 in 20. The survey is being continued towards the Highlands. The distance will be about 42 miles. A bridle-path which will be about 11 miles in length, is being traced between Jor Camp and the Highlands. Development paths are being made inside the Highlands area. A topographical survey, with vertical intervals of ten feet, will be made next year. A development committee has been appointed under the chairmanship of the Director of Public Works.

FRAZER'S HILL.

The road from the Gap was commenced in the year 1920 and finished in 1922. The Government has at present eight bungalows which are intended for the use of Government employees but which may be occupied by other than Government employees if there is a vacancy.

Another Government bungalow is now under construction. From Red Cross funds two houses have been built, "Red Cross House," which is primarily for the use of Ex-Servicemen and women, and "Cicely," where applications supported by a medical certificate receive priority. Two other buildings, "Convalescent" and "Victory House," are being built from the same funds. Three private houses have been built and building sites have been allotted to ten applicants. A water supply is being constructed. The golf links will soon be ready for use.

This is a small hill station containing only a single bungalow at a height of approximately 2,500 feet. It is approached from the Tumpin-Seremban Road, and is reached by a good bridle-path.

GUNUNG TAHAN.

The establishment of a hill station at Gunung Tahan was first considered in 1912, and Sir Arthur Young, then High Commissioner for the Malay States, led an expedition to the mountain, with a view to investigating its possibilities. As a result of this visit, a topographical survey was carried out in 1913, and surveys were made for a road and railway connection. The length of the line from the junction of the Pahang-Kelantan line was approximately 30 miles, of which 20 miles were to be constructed as an ordinary railway, and 10 miles as a rack railway. The outbreak of the war prevented further progress with the scheme. Meteorological observations were taken from July, 1921, to July, 1923. The rainfall for the first year was 137.78 inches, and for the second year 161.69 inches. The rainiest month was January, 1923, with 29 inches, and the driest was February, 1923, with 2.43 inches. The highest maximum temperature recorded was 76° F. on three occasions, and the lowest minimum temperature 48° F. There appears to be no record of investigations into the area available for residential purposes or for cultivation. When the revised programme of works in connection with the Loan Account was prepared in 1921, the provision for the railway to Gunung Tahan was omitted, and the proposal for the development of Gunung Tahan as a hill station is, for the present at least, abandoned.

MICHAEL'S HILL.

Maxwell's Hill is situated on the mountain range near Taiping, the capital of Perak, and is named after the late Sir William Maxwell, K.C.M.G., who, as Assistant Resident, first made a clearing there. At the Tea Gardens (2,152 feet) on the way up, there is a bungalow with eight bed-rooms. At Maxwell's Hill itself there are six comfortable bungalows at an elevation of between 3,400 and 3,650 feet. "The Cottages" (the bungalow of the Chief Secretary to Government) and

THE PEAK TRAMWAY.**CHANGES IN THE LAW.**

The Gazette contains the draft of an Ordinance to amend the Peak Tramway Ordinance, 1883.

The two main objects of this Bill are (1) to give the Governor-in-Council power to allow the present statutory maximum speed of 10 miles an hour to be exceeded, and (2) to make it quite clear that electricity may be used as the motive power on the tramway. The opportunity is taken of making certain other amendments also.

It is not quite clear that section 18 of the present Ordinance gives the Governor-in-Council power to approve of the use of electricity as the motive power of the tramway. The proposed new section 18 gives this power. It also makes it clear that no apparatus disapproved by the Governor-in-Council may be used. This is no doubt implied in the present section.

Two substantial alterations will be made by clause 4. One is to give the Governor-in-Council power to allow the present statutory maximum speed of 10 miles an hour to be exceeded. The other is to do away with the present anomalous provision that no rule or by-law made under the principal Ordinance can come into operation until one month after its publication in the Gazette. Clause 4 also provides that the company's by-laws must be first approved by the Governor-in-Council.

Section 17 of the present Ordinance provides that any rule or by-law may impose a fine for offences against the rule or by-law not exceeding \$10 for each offence, or \$5 day for a continuing offence. These maxima seem much too small for some of the possible offences, e.g., trespassing on the tramway line, or failure by the company to provide servants to keep the line free from obstructions. The proposed new section makes the maximum fine for breaches of the rules \$250 or \$50 a day for a continuing offence and the maximum fine for breaches of the by-laws \$100. Another objection to the form of the present section 17 is that the penalties have to be provided in the rules and by-laws, and no provision is made for any case where through inadvertence a rule or by-law is not provided with a penalty. The proposed new form of the section provides a penalty for all rules and by-laws, but gives power to reduce the maximum fines in the case of any particular rule or by-law.

Clause 6 of the bill gives the Governor-in-Council power to amend the Schedule which contains the Table of Tolls. It is hardly necessary to say that no amendment of the Schedule would be made without consultation with the Company. At present there is no power either to reduce or to increase the maximum tolls.

Clause 7, 8, 9, and 10 increase to \$100 the maximum fines under sections 25, 26, 27 and 28 of the principal Ordinance. The present maxima of \$25 and \$10 seem much too small for some of the offences, which include wilful obstruction of the Company's servants, destruction of the property of the Company, acting in such a manner as to endanger the lives of persons travelling on the tramway, and attempting to avoid payment of the legal fare.

BRITISH EXPORT TRADE.**GOVERNMENT TO HELP.**

London, June 25. The Department of Overseas Trade is about to take an important step with a view to assisting British exporters to extend trade to Australia, Malaya, Ceylon and elsewhere, especially the heavy engineering trades, where long credit is demanded.

Mr. A. M. Samuel, announcing this at a luncheon at the Constitutional Club, said the Department would grant insurance to British exporters to cover them against risk of loss by bad debts in the export market. Printed conditions will be issued in a few days.—*Reuter*.

MAXWELL'S HILL.
The "Box" (the bungalow of the British Resident, Perak) are on two peaks at heights of 4,530 feet and 4,076 feet respectively. The rainfall of the hill is high, but the flower gardens are attractive and the dairy and vegetable gardens are well maintained.

Kledang Hill is 2,046 feet above sea-level, and has only two bungalows. It is reached by a large road to the foot of the hill, and a good bridle-path 4½ miles long leads to the bungalows.

CORRESPONDENCE.

To the Editor, Hongkong Telegraph.

FREEDOM OF EXPRESSION.

Sir.—Permit me again to encroach on your columns to answer your correspondent "Enquirer."

"Enquirer" thinks the H. M. Silva of the S. C. M. Post review and H. M. Silva of the Telegraph comments are one and the same. I am surprised that he should think I could entertain such views as those in the review after that I said in the Telegraph. That would be a most elaborate contradiction and confutation.

Your correspondent said:—"I had an idea that under the laws of Portugal no ban was placed on comment such as that of—" According to authentic report I heard that the book was suppressed (surely "Enquirer" cannot imagine that Government did not legally suppress the work). I am not an authority on international law, if I merely quoted Brando to prove my statements re "Freedom of expression."

TUG WRECKED.**Hongkong Man in Command.**

News has been received in the Colony of the total loss of the tug Kamka, which left here on the 19th instant for Manila, with Captain Finn Main in charge.

The tug had been sold to the Negros Philippine Lumber Company, of Manila, the negotiations having been put through in Hongkong, and she was on her way to Manila when the disaster occurred. No details are to hand, excepting that the boat became a total wreck off the coast to the north-west of Manila, on Thursday.

A telegram has been received from Captain Main, this stating that all hands have been saved.

I can tell your correspondent one thing about International Law, though, and that is that absolute freedom of expression is not safe in any civilised country. You see the Editor and me were not *accord*; hence the discussion.

In conclusion I was just as surprised as anyone else to see the review in the S. C. M. Post yesterday without my knowledge. Thanking you Mr. Editor—Yours etc.,

H. M. SILVA.
Hongkong, June 26th, 1926.

THE "TAISHAN."**NEW PROPELLORS FITTED.**

Having completed her docking, and had new bronze propellers fitted, the s.s. Taishan ran trials on the three-mile measured course yesterday, when a mean speed of over 16½ knots was easily attained, while on two runs a maximum speed of 17.8 knots was attained.

It will be recollect that the Taishan was built last year for the Hongkong, Canton & Macao Steamboat Co., Ltd., by the Talcott Dockyard, a full description of this fine vessel being given at the time of completion.

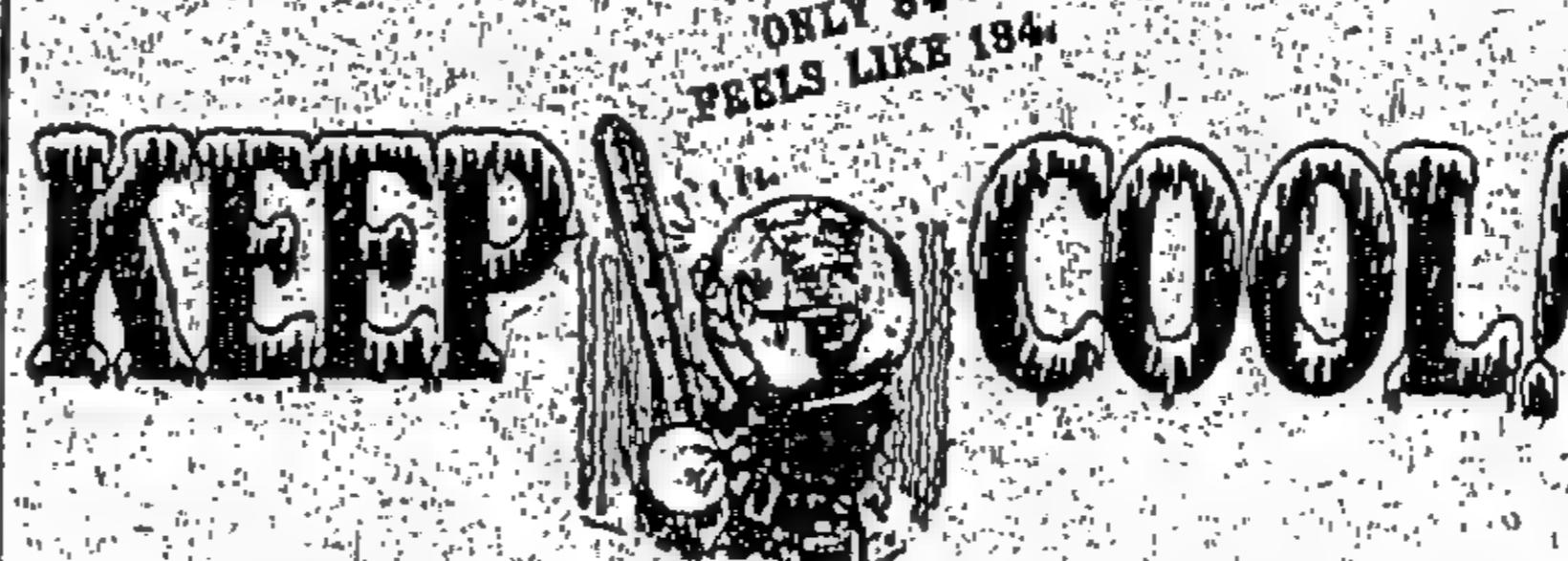
NEW BROOMS.**M. CAILLAUX GETS BUSY.**

Paris, June 25. Early indications of M. Caillaux's intentions to seek new brooms are given in a draft decree replacing M. Robineau as Governor of the Banque de France by M. Moreau, who is at present Director of the Banque d'Algérie.—*Rauter*.

The Empress of Canada is now due here from Vancouver at 8 a.m. on Tuesday, June 29th.

TO-DAY

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Lighting-up 7.11 p.m.

DAIRY FARM NEWS

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ENGLISH RAILWAY ACHIEVEMENT.**BOAT TRAIN'S 227 MILES IN 230 MINUTES.**

Two hundred and 27 miles in 230 minutes was the achievement recently of a Great Western Railway boat train conveying passengers from the Cunard liner Ascania on the journey between Plymouth and Paddington. When the record was made on May 9th 1904, the train ran via Bath, so that the distance was 246½ miles, and the time taken was 228 min. 48 sec. This included a stop of 3 min. 48 sec. at Bristol (Fyle Hill); checks at Newton Abbot, Wellington and Cricklade (accounting for five minutes).

At that time there was only a single line for 1½ miles through the tunnel. To Bristol the engine was the "City of Truro" which established the record of 102½ miles per hour down the White Hill incline between Wellington and Taunton. Clements drove the "City of Truro". At Bristol the "Duke of Connaught" (driver Underhill) took charge, and the 138 miles 4 chains was done in 99 min. 46 sec. Swindon to Paddington 77 miles 22 chains was done in 60 min. 9 sec. This included a slack at Cricklade Bridge to less than 10 miles an hour, which was at least one minute.

The average speed was almost 60 miles per hour over a distance of 226 miles. After passing Exeter, Driver Salter of Plymouth who was in charge, maintained an average speed of 64.7 miles per hour over a distance of 174 miles continuously. The train consisted of five coaches, including a dining car.

The Record Run
A correspondent ("A.D.P.") sends the following.—In your account of the fine run on the G.W.R. you say that it was only four

GREAT SHOE SALE

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White Canvas Shoes	\$3.50
White Buckskin	,, 3.50
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BARGAINS IN MENS' SHOES	
White Canvas Boots	\$2.95
White Canvas Shoes	,, 1.75
White Buckskin	,, 9.75
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Patent Shoes	,, 6.75
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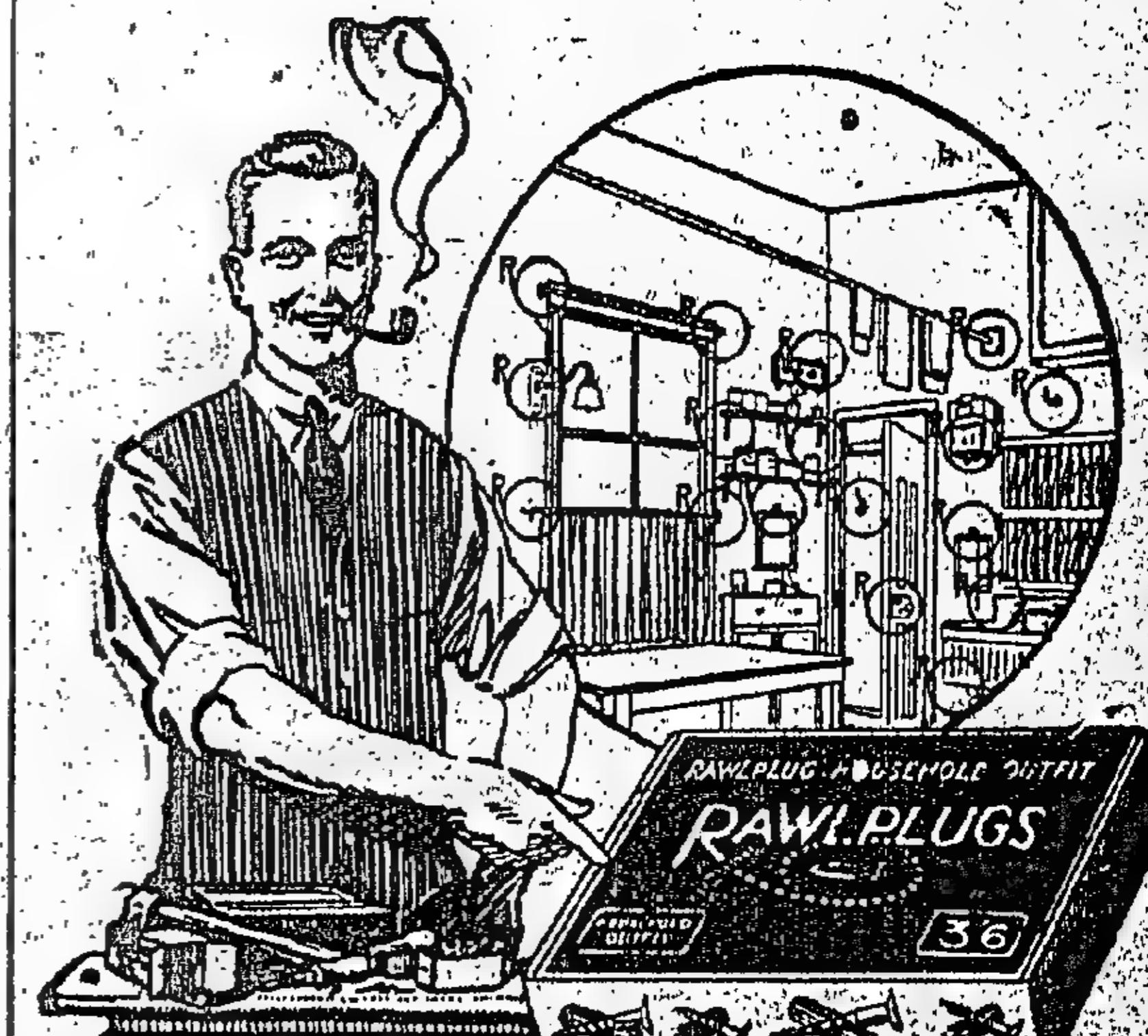
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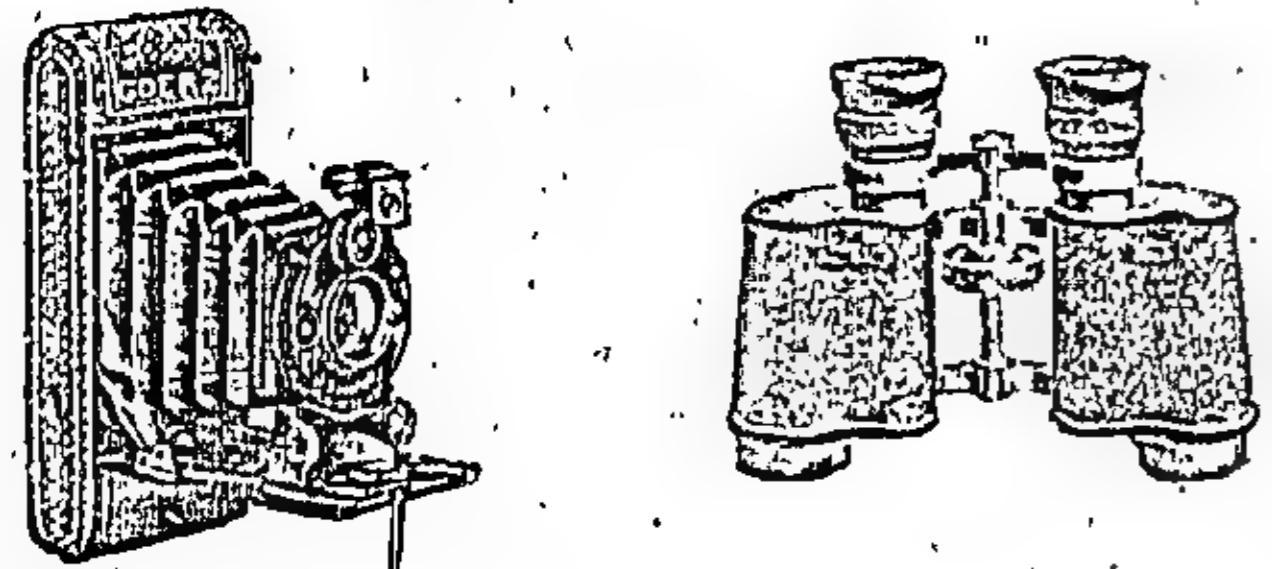
or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



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NEGLIGENT DRIVING BY EUROPEANS

ONE PENALTY OF \$75

Mr. S. J. Squire, of the Hong Kong Electric Company, was convicted at the Central Magistracy yesterday of driving a motor cycle in a negligent manner at Causeway Bay on April 17 and fined \$75. Mr. D. E. Western was also convicted on a similar charge and fined \$25.

The charge arose out of an accident at Causeway Bay when a Chinese was killed. It may be recalled that a charge of manslaughter was originally preferred against Mr. Squire, but the Attorney General entered a *nolle prosequi* and the charge of dangerous driving was proceeded with.

Yesterday, Inspector Alexander of the Traffic Department was recalled and questioned by His Worship.

Mr. Lindaell: From your knowledge of the locality would you expect Causeway Bay Road on the corner of the tramway shelter to be free of traffic at that time of night?

Witness: No.

Charge Amended.

Asked if it was safe for two motor cycles to drive at 30 miles an hour in close proximity to each other anywhere on the Island, witness replied that it was very unsafe both during daytime and night.

Witness agreed that it was a general rule that motor vehicles, even going at a moderate speed, should not follow close upon each other.

Mr. Lindaell said he proposed to amend the charge of reckless driving to one of driving negligently. He held that a *prima facie* case had been made out on that charge.

A tramway traffic regulator was called and he described the scene after the accident, when Mr. Squire was lying underneath a motor cycle.

In evidence, Mr. Squire said he left the Recreation Club about nine o'clock, and Mr. Western caught him up at Bay View Police station. They rode along at about 20 miles an hour and when passing the Polo ground their speed was possibly 25 miles an hour.

Close Driving.

Witness was driving seven feet behind Mr. Squire and about four feet to one side. The leader suddenly swerved and the machines collided. He knew nothing more after that until he was taken to hospital.

In reply to Mr. Lindaell, he said he did not consider it dangerous to drive seven feet behind another cycle under the conditions. In reply to another question, he said he had been driving a motor cycle since 1914.

Questioned by Inspector Alexander, witness said if he had received a signal that the preceding machine was going to swerve he could have turned and avoided the collision.

Mr. Lindaell remarked that no machine travelling at 15 to 20 miles an hour could pull up in the distance.

Mr. Western gave corroborative evidence and submitted that if he had been driving at the speed which he had alleged it would have been impossible for him to pull up in the distance he did.

Negligence Proved.

Mr. A. F. Paul, who was riding pillion on Mr. Western's machine at the time, also gave similar evidence with regard to speed and the nature of the accident.

Mr. Squire submitted that the prosecution had not proved excessive speed or negligence.

Mr. Lindaell convicted both defendants of driving in a negligent manner, taking into consideration the circumstances of the case.

Mr. Squire was driving at a higher speed than he had said, and he was close behind the leading machine. That in itself was negligence. He had committed himself by the fact that when the first machine swerved he went straight into it.

In the case of the second defendant there was negligence because he was going at a speed which made him avert to avoid a push cyclist. If he had been going more slowly he might have worked out.

Mr. Squire was fined \$5 on March 9 this year for a motoring offence. His Worship imposed fines in the present case as given above.

THE OPIUM CASE

FIRST DEFENDANT ABSENT.

Oil that was sold not by the carrier, but by the unit of solid measure of the tail, constituted an item so unusual from the viewpoint of the authorities as to recall their particular attention to investigations into the business affairs of Lo Yu-heung and his son, Lo Yai-heung, now under trial on charges of extensive dealing in opium.

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When the case was resumed before Mr. R. E. Lindaell yesterday, the principal defendant was not present, and in explanation of this was stated by Mr. M. K. Lo, defending, that the man was pressed to go to Canton to consult a German doctor as he was suffering from consumption, and had made an application for a fortnight's adjournment until his return. Alluding to a misapprehension that might be engendered by this absence, Mr. Lo said that he had been particularly informed of the trip, and, in connection with the application, Mr. Lo was confident that the defendant, so far from wishing to avoid the issue, was very desirous to have the whole matter thrashed out on his return. On instructions, Mr. Lo had a conference with Mr. Eldon Potter and the result of that conference was such as to strengthen Mr. Lo in his belief of the defendant's eventual return. In any case the Court had the option of sentencing the defendant's bail should he not turn up at the stipulated date.

Mr. J. D. Lloyd, Superintendent of the Imports and Exports Department, who prosecuted, had nothing to say, but the Magistrate decided to go on with the case.

Translations.

Mr. G. Kennedy-Skippon, from the Secretariat of Chinese Affairs, handed in a number of documents purporting to be translations and *precis* of business letters seized by the revenue department in a raid on the defendant's business offices in Lee Yuen Street, and he explained certain references contained therein as having a connection with the subject matter of the case. In particular he referred to a shipment of "oil contained in kerosine tins that was sold by the tail at Swatow" and to a shipment of "7½ tins, worth \$900 per tin," and in respect of which Yu Yau-heung, (the principal defendant) had a share of one tin."

Alluding to certain letters, which in the view of the witness, "form a consecutive narrative of dealings," Mr. Lo submitted as being "bad doctrine" that anything that might be produced as evidence against other persons in other places should be taken, as evidence against the second defendant, simply on the supposed ground that he was connected with them or associated with them as a gang of fifty men dealing in opium.

Mr. Lo objected in particular to certain letters with which the second defendant was not directly connected.

Prima Facie Case.

Mr. Lindaell concurred with Mr. Lo on the point of law thus raised, but allowed the admission of the letters as being cross-references to the principal documents concerning the second defendant.

Later, Mr. Lo intimated that as he had accepted that a *prima facie* case had been made out by the prosecution they would candidly come out with the point that all that witness had produced from the documents was in allusion to dealings in opium. He wished to put a "vital question" to witness, in the query as to how much of the evidence from the documents had shown that the second defendant was in the Colony during the period covered by the case.

Mr. Kennedy-Skippon referred to a letter alleged to have been addressed by one of the alleged partners in the "ring" to the second defendant as evidence of his domicile here during the material period.

Dealing in Opium.

Mr. Lloyd again went into the box, and in reply to a question by Mr. Lindaell, said he was satisfied that the dealings referred to were in opium.

Mr. Lo: The books show a prima facie case that there have been extensive dealings in opium between Swatow and Tung Hing. Is there any evidence to show that any of these dealings took place in Hongkong?

Mr. Lloyd: A man might have possession of it and be in Hong-

A FOREIGN LAD KIDNAPPED.

TWO MILLION DOLLAR RANSOM DEMANDED.

Barbin, June 7.—On the evening of June 6, a gang of well-armed *hungkutes* attacked Mr. Michelson's private country-house at Ertsen-yantsi, and kidnapped his son, Leonid, as well as the auditor of the station accounts, Mr. Kustnezoff. The latter was very promptly released and sent back with a demand for two million dollars ransom money for the boy.

From all accounts, Mr. Michelson and his wife and son left for their country-house on June 4, their elder son remaining in town. In the evening this family went to the kuan-sai and after having their supper, the son, Leonid, with another lad, returned to the country-house for the purpose of playing the gramophone.

Just after they started playing the house, was surrounded by a gang of 20 well-armed *hungkutes*, who proceeded to kick up all the servants in the stables.

They asked the boy where his father was on his replying that he was in the *kuan-sai* they did not hesitate a moment and carried the lad off. Coming out of the house they met Mr. Kustnezoff whom they also took with them. Later, they sent Mr. Kustnezoff back for the purpose already stated.

Now that the horse is gone, so to speak, the Chinese authorities are proceeding to fix the stable door. A large force has now been sent to Ertsen-yantsi as though the *hungkutes* would be so foolish as to pay it a second visit. In the interval, the parents of the boy are distracted with grief.—*Mina Service*.

ARMED GANGS ACTIVE.

SHANGHAI AFFRAYS.

After several days of quiescence, armed gangs in Shanghai broke out in activity on the 18th and 19th inst., three raids being committed in the Settlement.

Three men, one of whom was armed, got a hot reception when they raided a house at 1128 Bedford Road at 3 a.m. and stole five dollars' worth of clothing. They were met by the occupant, a Chinese, who produced a pistol and opened fire on the robbers. Shots were exchanged, but none took effect.

In a raid on a house at 747 Carter Road, a gang of six men, three carrying pistols, stole jewelry to the value of \$100. A woman at the house blew a police whistle and gave the alarm. The robbers fired two shots at her, but missed. Three men raided a cigarette and exchange shop at 293 Hankow Road, and stole \$150 in cash.

king and have a stock somewhere else. In that case he could issue a delivery slip, and order a certain amount to be delivered to some place.

Mr. Lo: As Superintendent of Imports and Exports you are bringing this prosecution against the second defendant for dealing in opium. The books show a prima facie case, but is there any evidence to show that any part of these dealings, payments, if you like, took place by the second defendant in Hongkong?

A Superior Fok.

Mr. Lloyd: The second defendant is a fok of the first defendant. He is a very confidential and superior fok, and draws a high salary in the firm. From the documents, it is shown that he was left in charge of the business when the master was away.

Further questioned about the second defendant in relation to the dealings, Mr. Lloyd said it was his impression that wherever the deals took place they were for the benefit of the firm in Hongkong.

Mr. Lo: The books do not show that the transactions themselves were taking place in Hongkong?

Mr. Lloyd: My view is that they were partly in Hongkong and partly elsewhere.

The case was adjourned until next Friday afternoon. Mr. Lindaell said he did not propose to grant a fortnight's adjournment in the case of the first defendant, and said that if he did not appear next Friday his bail would be estranged.

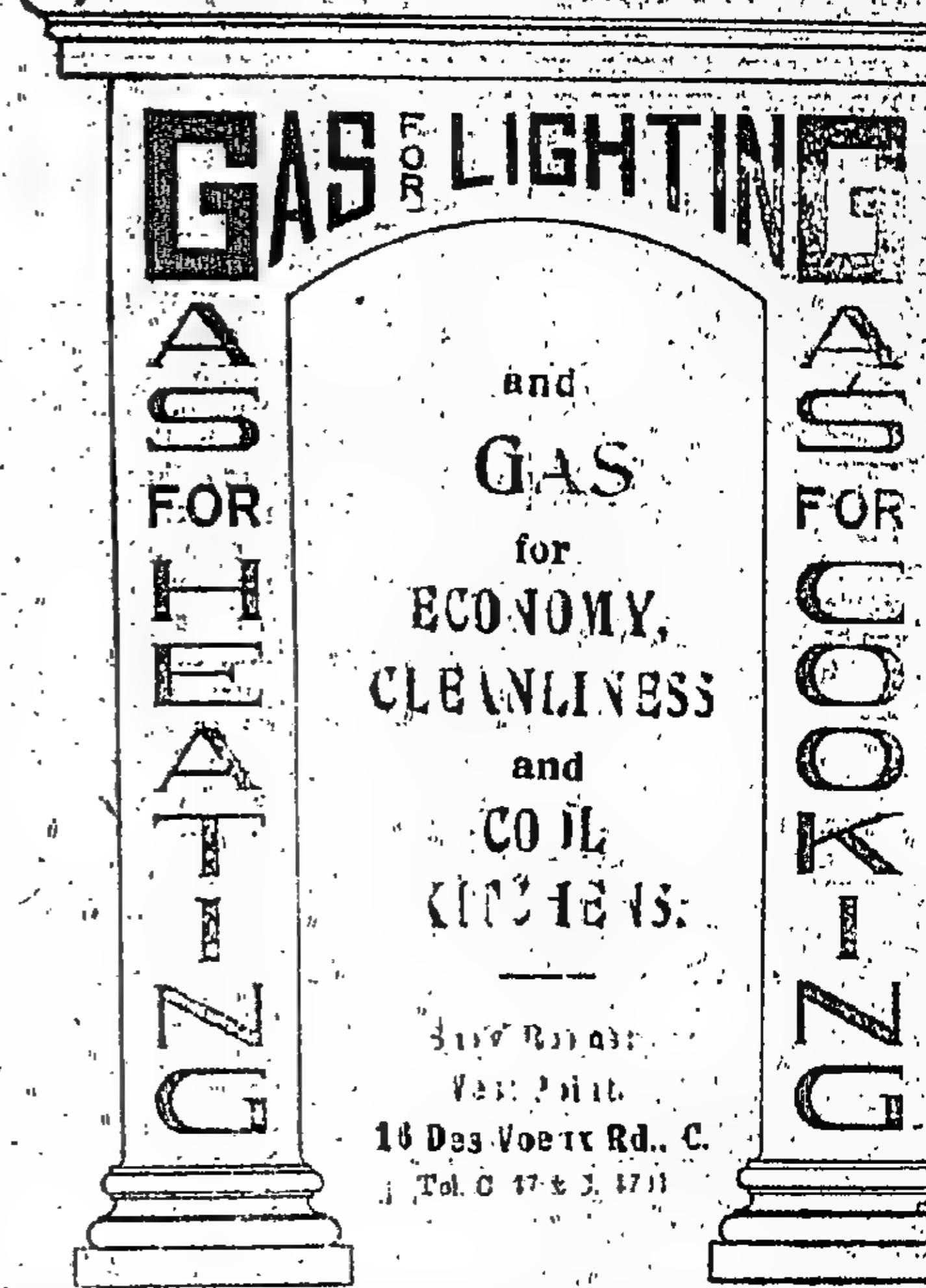
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Mlle. Francine Lanier, obviously, wears her heart where her sleeve used to be. She is displaying Paris' latest, Cupid's bracelet. By clasping the arm closely, the broken arrow gives the effect of piercing the skin.

HOUSEHOLD SUGGESTIONS.

It is well to remember that the wardrobe as well as the bedroom needs airing. Leave the door open frequently and open those windows which will ventilate it most thoroughly.

Your floor rugs should be cleaned thoroughly at frequent intervals to prevent moths. Pay particular attention to -seams which are excellent breeding places for these obnoxious pests.

Gilt picture frames may be cleaned with white of egg applied on a soft brush.

Ivory handles on cutlery may be cleaned with lemon and common kitchen salt. Cut a lemon, dip it in the salt, and use as a cleaning pad.

AN ELABORATE HEADRESS.



This Russian singer is Mme. Nadiecia Plovitskaia, who made her debut in America recently in New York and who is to sing in several other cities soon.

MODERN MATERIALS.

Never in the history of dress has there been such beautiful washable fabrics for warm weather. For years women have almost entirely ceased wearing wash dresses since they found lightweight silks more practical. This year, however, due to the vogue for pastel colours, women are turning to fabrics which can be washed.

Among the modern materials are printed linens in both all-over and bordered patterns, chiffon voiles, silk and cotton rayons, silk and cotton-mixed crepe de chene, etc. The printed linens are especially beautiful and range in design from plaids to floral motifs which are so beautifully blended as to colour that they equal the colours used on silks. The chiffon voiles are so fine in texture that they can not be told from chiffon. Washable crepe de chene are as durable as they are lovely. Chinese damasks are among the newer silks used for sports wear and these also wash well.

Flower prints are extremely popular with smaller motifs more important this season than the cabbage-like effects of last year. The background of printed materials blends with the colouring of the design since startling contrasts are not in good taste this year.

The jumper suit will doubtless be the most popular one of the season. It will be used for street as well as sports wear. A bit newer than this, is the dress with the straight back and bolero front effect. All models of better type seem to adhere to straight-lined effects rather than hem flares. Jumper frocks often combine figured linen, crepe de chene, or damask with plain materials of matching colour as when the blouse portion is figured and the skirt plain.

Put lemon juice and salt on a rust stain and let it dry in the sun. If particularly obstinate, you may have to make two applications.

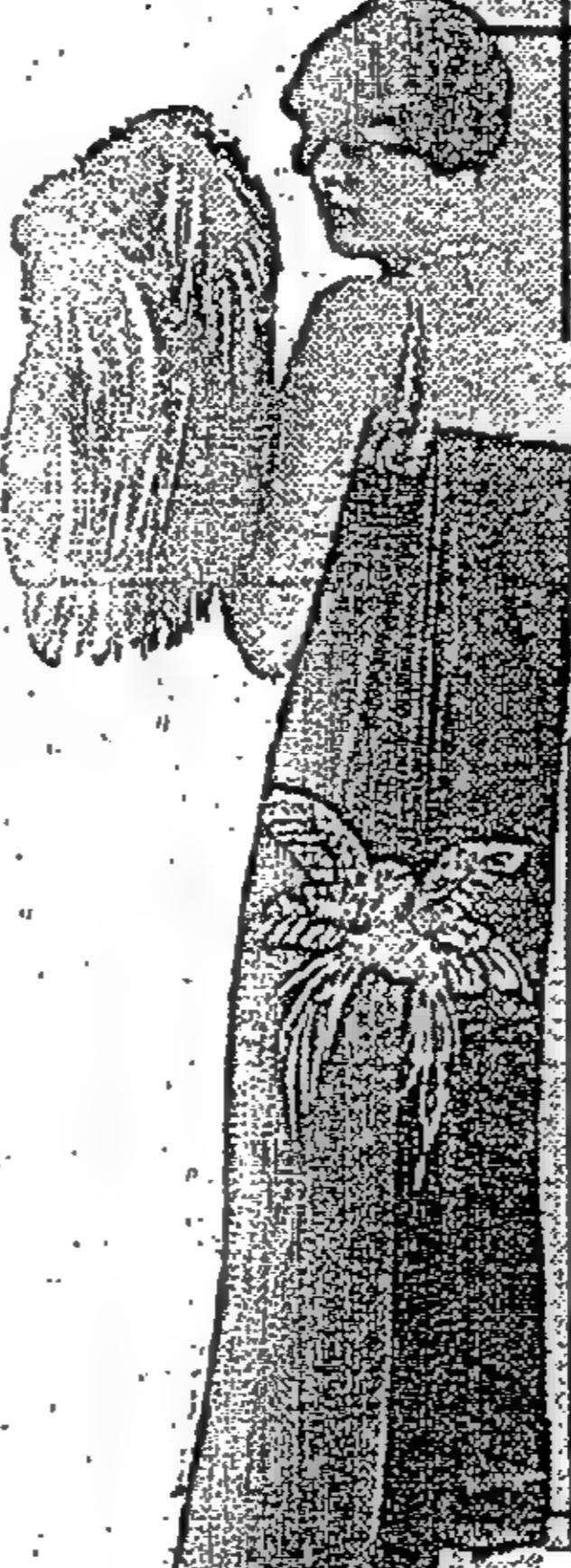
To clean bronze ornaments rub with a cloth slightly moistened with sweet oil. Rub dry with a clean, soft cloth, then polish with a chamois skin.

When closet room is at a premium, a shoe bag which covers the whole inside of the closet door gives much extra space, and keeps your shoes off the floor.

Tarnished silver is quickly restored to its natural state if you clean it with a piece of raw potato dipped in baking soda.

If silver is to be packed away for some time, store it in dry flour and when you take it out it will be untarnished.

A SMART GOWN.



The large feather fan and the small hand painted fan remain in fashion's favour. White ostrich feathers are liked best, and the favourable handle is of mother-of-pearl. Shaded feather fans with diamond-studded sticks are carried when shaded gowns are worn. The tiny fan, hand painted with old-world figures, makes a satisfactory finishing touch to a period frock.

Handbags of pearl and crystal are pretty and effective. Evening bags glisten with the precious or semi-precious stones with which they are set. They are always quite pliable and are generally small enough to be folded in the hand. Shaded chain bags are still seen, and many others are made on the chain basis. Cut steel and diamante are successfully allied.

Chenille embroidery appears on silk bags. Old-fashioned ribbon work and crewel work are also used to adorn bags. Tapestry bags are fashionable, and their dim-colourings blend well with the "faded" hues which are so smart just now. Taffeta bags are carried when taffeta frocks are worn. A particularly charming bag of black moire was surmounted by a crystal knob, and had also a crystal ring to assist in the opening.

Small sunshades will be in fashion this year. They are extremely light and frivolous, generally of shaded chiffon. They are not trimmed except by ruchings of the chiffon and the beautiful colour of their linings.

PICTURE HATS.

Picture hats and fluffy frocks will be worn by the English summer girl this year.

The milliners are trying to bring about a drastic change in the fashion for hats, getting away from the small, tightly-fitting styles that have been popular for so long. Models in the showrooms have wide brims, and they look very attractive. Some have wide, shady brims in front and turn up at the back to make a close shingled fit, with flowers of vivid colours used on the sides and back. Another becoming shape is a large beige crinoline with bright ribbons, a wide brim drooping on all sides. They look practical enough to appeal to girls who are reluctant to discard the small hat.

Warm weather has brought out light and flimsy frocks earlier than usual. Jumper suits remain supreme as the flimsiest of coverings. They are made in georgette or printed chiffon, not in the flower patterns of last year. The bold designs are reminiscent of Egyptian frescoes. Coats and capes worn over those fluttering creations are of stiff taffeta and pleated to give plenty of swirl in movement. For the debutante there are picture frocks of taffeta which are slit in front to show an underskirt of pleated and ruffled organdy muslin. Frocks with frills and long drooping lace ruffles are in black, beige, dark blue satin and crepe de Chine. Lace is being plentifully used in relief.

Flower prints are extremely popular with smaller motifs more important this season than the cabbage-like effects of last year. The background of printed materials blends with the colouring of the design since startling contrasts are not in good taste this year.

The jumper suit will doubtless be the most popular one of the season. It will be used for street as well as sports wear. A bit newer than this, is the dress with the straight back and bolero front effect. All models of better type seem to adhere to straight-lined effects rather than hem flares. Jumper frocks often combine figured linen, crepe de chene, or damask with plain materials of matching colour as when the blouse portion is figured and the skirt plain.

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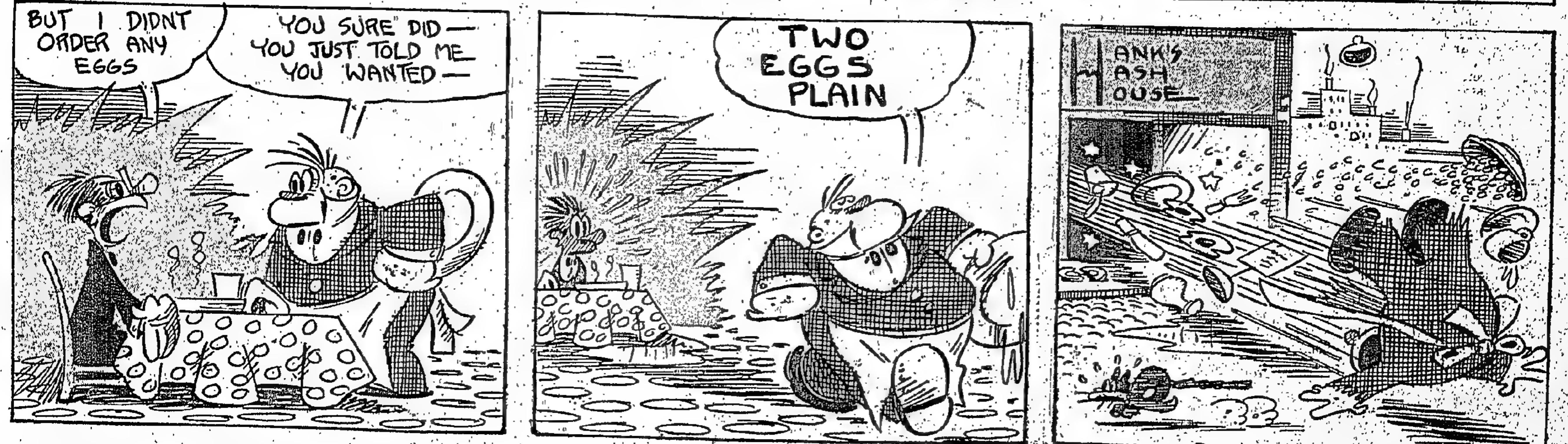
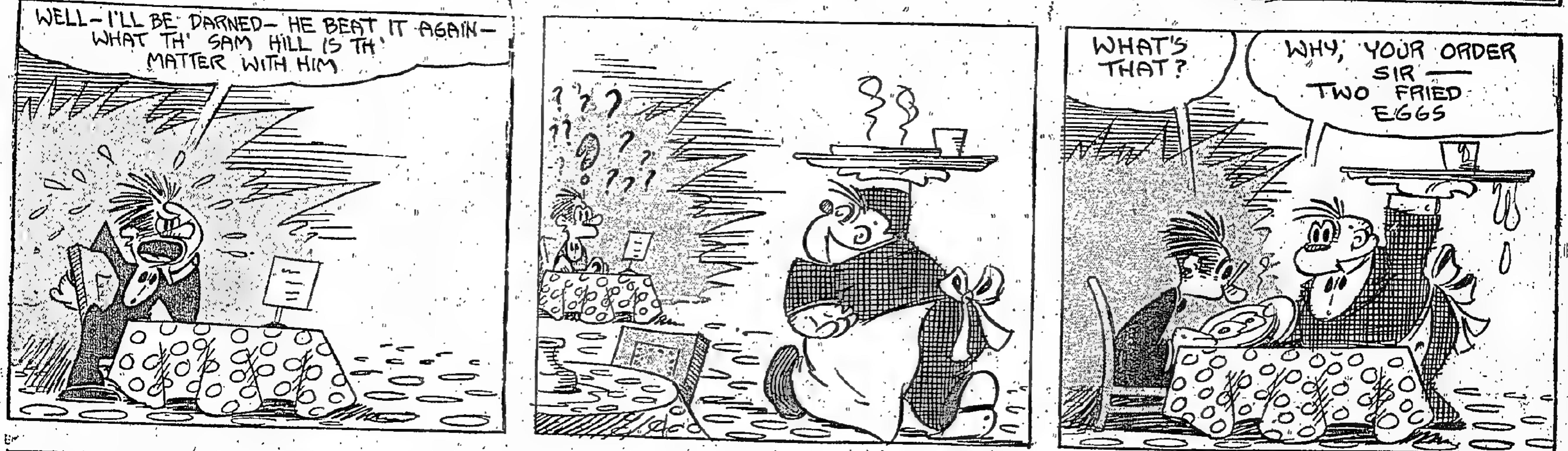
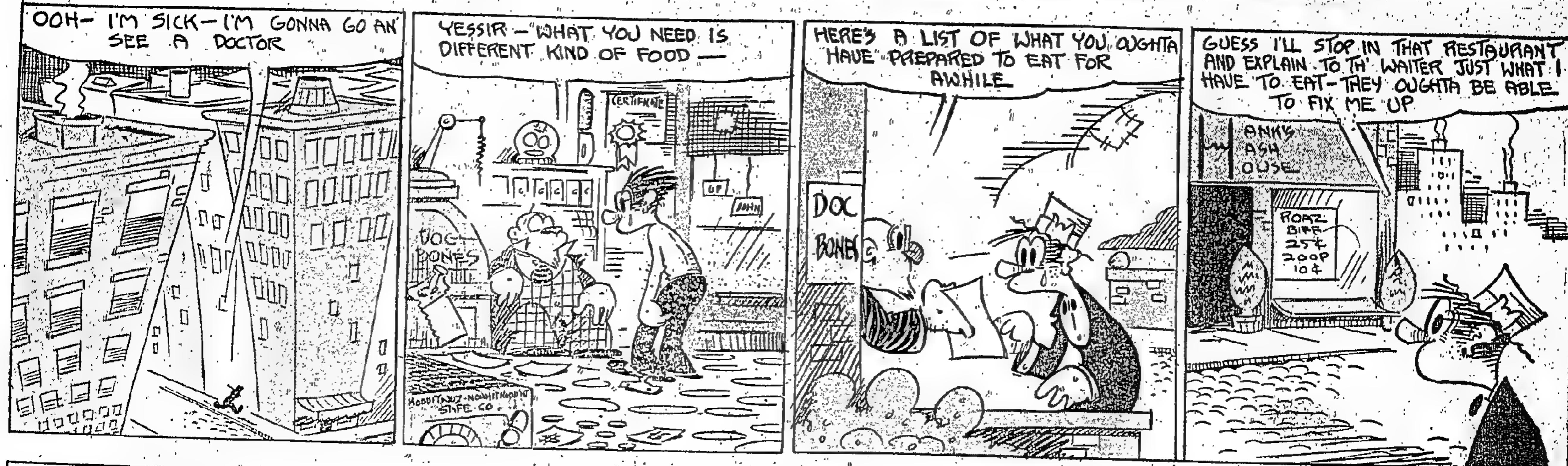
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THE WORLD OF SPORT

SUZANNE LENGLEN WINS.

YESTERDAY'S MISTAKEN ANNOUNCEMENT.

IMPORTANT RESULTS.

Yesterday's announcement that Mlle. Suzanne Lenglen had withdrawn from the Ladies' Singles' Championship was in error owing to the ambiguous wording of the telegram. The match which was due to be played between Mlle. Lenglen and Mrs. Dewhurst was only withdrawn from the day's programme, and it was not Mlle. Lenglen who had withdrawn from the competition.

London, June 25.

This postponed match was played to-day, when Suzanne easily defeated Mrs. Dewhurst, 6/2, 6/2.

Other results in the Ladies' Singles were:

Senorita Alvarez beat Miss Holman 6/4, 3/6, 6/2.

Mrs. Mallory (America) beat one of the chief British hopes, Miss Joan Fry, 4/6, 6/4, 7/6.

Mademoiselle Contostavlos beat Mrs. Jessup 2/6, 6/4, 6/4.

Mademoiselle Vlasto (France) beat Miss Colyer 6/4, 7/6.

Duke of York beaten.

The Duke of York, who had entered in the Men's Doubles with Commander Craig, was given a tremendous ovation by the huge crowd. The Duke and his partner lost to Gore and Roper Barrett 6/1, 6/3, 6/2.

Other results in the first round of the Men's Doubles were: Robinson and Boyd beat the British Davis Cup players, Godfree and Wheatley 6/4, 6/3, 6/4; Richards and Kinney (America) beat Mishu and Sharpe 6/4, 8/5, 6/4.

Mixed Doubles.

In the Mixed Doubles, Dekkering and Senorita Alvarez beat Kingsley and Miss Bennett, 6/3, 6/3; Richards and Miss Ryan beat Lamb and Miss Clarke 6/2, 6/4.

Ladies Doubles.

There was another American success in the Ladies Doubles when, playing in the first round, Mrs. Jessup and Mrs. Mallory beat Mrs. Bruce May and Mrs. Van Pragh 6/3, 6/4.

Men's Singles.

One of the chief results of the day was in the Men's Singles, when, in the fourth round, the Yorkshire Champion Gregory beat the Davis Cup player Wheatley, 6/4, 4/6, 6/2, 5/7, 6/1.—Reuter.

HONGKONG F. A.

NEW OFFICERS FOR SEASON 1926-7.

The annual general meeting of the Hongkong Football Association was held at Volunteer Headquarters yesterday evening. Mr. G. T. May, the President, was in the chair and members of Council supporting him were Mr. J. McCubbin, Mr. H. McTavish, Mr. Mok Hing and Mr. W. E. Hollands (secretary).

The report and accounts for the year together with interim account were adopted.

A draft of new rules of the Association were considered, amended and adopted.

Officers for the year were then elected as follows:—President, Mr. R. M. Dyer; Vice-Presidents, Mr. G. M. Shaw and the Hon. Dr. R. H. Kotewall; Chairman, Mr. R. Hall; Hon. Secretary, Mr. W. E. Hollands; Hon. Treasurer, Mr. G. T. May; Council, Messrs. H. McTavish, J. Ormiston, A. T. Hamilton, Mok Hing, C. Lawrence and Lt. Quinn, R. E.

The Chairman proposed that an honorarium of \$200 be granted to the Hon. Secretary, Mr. Hollands for carrying out the duties of secretary and treasurer during the past year. He paid tribute to the services ably rendered by Mr. Hollands. The motion was carried unanimously.

A sum of \$250 was voted to the Hongkong Football Club for loaning their stand to the Association during the year. In proposing this the Chairman said on several occasions the stand had been loaned by the Club and he felt the Association should meet them in the matter of cost.

The annual general meeting of the Hongkong Football League which should have followed was postponed until Friday next.

BOBBY JONES WINS BRITISH OPEN.

BRITISHERS UTTERLY OUTCLASSED.

TENSE STRUGGLE WITH WATROUS.

London, June 25.

Bobby Jones, the famous American amateur, won the British Open Golf Championship to-day with an aggregate of 291. He played a wonderfully consistent golf throughout the whole tournament, his score of 134 over 72 holes at Sunningdale being some indication of what was to come. On the more difficult St. Anne's course he did the first round in 72, the second in 72, the third in 73 and the fourth in 74.

Jones is the first American amateur to win the British title, and the first to achieve the Anglo-American double, that is to say, to win both the British and the American Open Championships.

It was a most dramatic finish. A big gallery watched a tense struggle between Jones and Al Watrous to the last hole, each landing alternately. Ten thousand spectators grew more and more excited as they watched Jones hole out in fours at the 17th and 18th against fives by Watrous, giving him a two-stroke victory. Walter Hagen hung on grimly, but he failed to accomplish the miracle.

Britishers Outclassed.

Though the Americans have won five out of the last six British Open Championships, they have never previously outclassed the home players to such an extent. Abe Mitchell played superbly on the last day but he had no chance of catching the leaders. He had a morning round of 72 and did one better in the afternoon and tied for fifth place with T. Barber.

The final placing of the leaders was as follows:

Bobby Jones (America) 291

Al Watrous (America) 293

G. Von Elm (America) 295

Walter Hagen (America) 296

Abe Mitchell (St. Albans) 299

T. Barber (Buxton) 299

McLeod (America) 301

Jurado (Argentina) 303

W. Melhorn (America) 303

W. French (America) 303

J. H. Taylor (Britain) 304

J. Barnes (America) 307

G. Duncan (Wentworth) 308

A. Herd (Moor Park) 308

J. Kirkwood (America) 310

Compston Disqualified.

Archie Compston was disqualified in the course of the morning round for playing a ball which was out of bounds. Watrous, who did a round of 69 in the morning gave a perfect display. G. P. H. Fender called the innings closed when Hobbs was defeated.

Going in again the University played out time Fawcett and E. R. T. Holmes being the principal scorers in a total of 212.

The former hit up 70 in good style and Holmes succumbed with his score standing at 55.—Reuter.

COUNTY CRICKET.

BRILLIANT PLAY ON TEST EVE.

PARTNERSHIPS RECORDS GONE.

LEARNING GOLF.

HELPFUL HINTS BY FAMOUS PLAYERS.

THE FAVOURITE CLUB.

John G. Anderson suggests that the Mashie is the favourite club of nearly all professionals in the course of the following article, which we publish by special arrangement with the *Golfer's Magazine*, Chicago. Laurie Ayton adds a word about the use and care of clubs.

THE MASHIE IS FAVOURITE.

By J. G. Anderson

It seems pertinent to say that good players need not load down their bags with extra clubs whose grips never see the light of day.

Now the reason is not in the extra weight of the ball, which distance, it is true, has been of exceeding yardage the past few years. Much comes in the power of the club whose beautiful balance gives an extra 10 yards or more. If you will look over the precious clubs of star players you will find that their mashies are the best liked of all the clubs in the bag. Large-bladed affairs most of them and finely tuned to the stiff shaft.

Without a mashie of parts I doubt very much if the present-day amateurs or pros would be able to beat par.

It doesn't seem so very long ago when we figured on the use of the mashie from a distance of not over 125 yards.

Nowadays it is the exception when a first-class player does not look for that club when he has a shot up to 175 yards to make. A brassie plus a mashie gives all the way up to 430 yards.

CARE OF CLUBS.

By Laurie Ayton

The only right way to play the irons is to take turf on every shot in which they are used. Doing this gives a player more control over the ball and increases the steadiness of his play. It also helps to get a back-spin on the ball when a club of the mashie type is used.

In playing from hard ground hit the ball and hit it clean, without taking turf before the shot. Hitting hard ground with the club before the ball is struck will spoil the direction of the shot by turning the shaft in the player's hands and will rob the impact of the firmness and pop which it should have.

After playing, it is a good practice to wipe the clubs free of any moisture which might cause them to warp. The shafts should be lightly oiled every week or so. Any fraying of the grip or binding threads should be tended to immediately by an expert.

The best way to keep the clubs when not in use is to place them across a table, being sure the shafts are lying flat, with the heads over the edge of the table.

(The eighteenth article of this series, to be published on Monday, will be by Walter Hagen.)

BATTING SUPERB.

RECORD-BREAKING PARTNERSHIP.

WALTER HAGEN AND AL WATROUS.

London, June 25.

Overcoming the Oxford University bowling completely, Hobbs and Sandham beat all records for first-wicket partnership on the Kennington Oval ground, and Hobbs was within five runs of the highest score of his wonderful career when he was defeated. Although their bowling failed them, the Varsity batsmen rose to the occasion and played out time to a draw.

The scores were:

Oxford University: 273 and 212 (for 4 wickets).

Surrey: 605 (for three wickets dec.).

Oxford batted first and C. H. Taylor, the old Westminster boy, hit 105 before falling, and Newman contributed 66. Peach bowled splendidly throughout taking six wickets at a cost of 84 runs.

Hobbs and Sandham opened the Surrey innings, and 428 were on the board before the latter's wickets fell. Hobbs went on to make 261. The pair soon settled down and gave a brilliant display. G. P. H. Fender called the innings closed when Hobbs was defeated.

Going in again the University played out time Fawcett and E. R. T. Holmes being the principal scorers in a total of 212.

The former hit up 70 in good style and Holmes succumbed with his score standing at 55.—Reuter.

GEARY IN FORM.

FOURTEEN WICKETS FOR 98.

London, June 25.

The superb bowling of Geary had much to do with Leicester's somewhat unexpected victory over Lancashire. Leicester had the satisfaction of gaining a lead on the first innings of 91. Major Fowke was responsible for clever capture in declaring when the Leicester score was only 125 in their second innings, but his confidence was justified for Geary went through the wickets with a not out innings of fifty.

H. F. Bagnull and W. V. C. Jupp between them made 150 of the Northampton total of 222. Bagnull lost his wicket with his score standing at 73, and Jupp was defeated very shortly afterwards when he had scored 77.—Reuter.

The scores were:

Leicester: 351 and 147 (for 9 wickets).

Northants: 222.

Capt. F. W. Nicholas and Russell set the Essex team on the way to a high score, with 69 and 75 respectively, and H. M. Morris backed them up splendidly with a not out innings of fifty.

H. F. Bagnull and W. V. C. Jupp between them made 150 of the Northampton total of 222. Bagnull lost his wicket with his score standing at 73, and Jupp was defeated very shortly afterwards when he had scored 77.—Reuter.

The scores were:

Middlesex: 345 and 259 (for 5 wkt. dec.).

Somerset: 145 and 184.

Hearne hit 74 in good style and Kidd contributed 59 before his wicket fell. Hearne followed up his batting performance by taking five Somerset wickets in their first innings for 48 runs.

Geary took 5 for 65 in the Lancashire first innings, and 9 for 83 in their second, Leicester winning by 144 runs.—Reuter.

The scores were:

Leicester: 224 and 125 (for 7 wkt. dec.).

Lancashire: 133 and 72.

Attil, the Leicester all-rounder, hit 87 in the first innings, and McDonald took five for 63 runs.

MacDonald also took six of the seven second innings wickets, and these he secured for 62 runs.

Geary took 5 for 65 in the Lancashire first innings, and 9 for 83 in their second, Leicester winning by 144 runs.—Reuter.

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Hongkong, 22nd May, 1924.

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FOR THE HONGKONG SHANGHAI BANKING CORPORATION.

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Tjisaroea	Batavia	11th July	15th July	Shanghai
Tjikarang	Shanghai	12th July	15th July	Batavia
Tjimanoeck	Java	20th July	23rd July	Amoy, S'hai
Tjisaroen	Shanghai	26th July	29th July	Batavia
Tjikint	Dalny	4 August	7 August	Soembaia

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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EMPEROR OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPEROR OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPEROR OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPEROR OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPEROR OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPEROR OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPEROR OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPEROR OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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Leaves Hongkong Arrives Manila Leaves Hongkong Arrives Hongkong

June 30	July 2	E/CANADA	July 3	July 5
July 14	July 16	E/RUSSIA	July 17	July 19
Aug. 11	Aug. 13	E/ASIA	Aug. 14	Aug. 16

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Freight and Express: Tel. O. 42. Office: TAUATHLUS.

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are hereby notified that the cargo

will be discharged into Holt's Wharf

Kowloon, where it will lie at Con-

signment's risk and subject to the

terms and conditions of storage at Holt's

Wharf. The cargo will be ready for

delivery from Godown on and after

25th June.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival, but carried

on from port to port to the final port

of call to which the option extends.

All broken chafed and damaged

goods are to be left in the Godown

where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining un-

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Australia, including New Zealand & Queensland Ports
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe, Etc.

BRITISH & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MANTUA	10,902	26 June noon	Marseilles & London
JEYPORE	8,318	5th July	S'pore, P'ang O'bo & B'bay
KARMALA	9,128	10th July	M'les, London Antwerp & Hull
PADUA	5,907	15th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang O'bo & B'bay
RANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	7th Aug.	M'les, London & Antwerp
MACEDONIA	11,089	21st Aug.	M'les, London & Antwerp
KALYAN	9,144	4th Sept.	M'les, London & Antwerp
MALWA	10,941	18th Sept.	M'les, London & Antwerp
KASHGAR	9,005	2nd Oct.	M'les, London & Antwerp
MOREA	10,918	16th Oct.	M'les, London & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.,

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hongkong	To
SANTHIA	7,764	7th July	S'pore, Penang & Calcutta
TILAWA	10,006	12th July	S'pore, Penang & Calcutta
TALAWA	8,018	19th July	S'pore, Penang & Calcutta
SHIRALA	7,841	3rd Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong	To
*ARAFURA	6,000	30th June	Manila, Sandakan, Thurs.
TANDA	6,956	27th Aug.	Island, Townsville, B'bane, S'pore and Melbourne.
ST. ALBANS	4,500	1st Oct.	

*Calls at Kolambungan.

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hoilo, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong	To
TALAMBA	8,018	30 June 6 a.m.	Amoy Kobe & Yokohama
RANPURA	16,585	8th July	Shanghai Only
DELTA	8,097	9th July	Sh'hai Moji Kobe & Yoko
SHIRALA	7,841	14th July	Moji Kobe & Yoko
TALMA	10,000	20th July	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

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CHANGTE	13th August	18th August
TAIPEI	12th September	17th September
CHANGTE	11th October	16th October

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S.S. "LAOMEDON" ... via Suez Canal ... 16th July.
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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TAIYO MARU Tuesday, 27th July
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama
RUKUYO MARU Tuesday, 17th July
GINYO MARU Wednesday, 25th Aug.
MARSELLA, LONDON & ANTWERP via Singapore & Ports
ATSUTA MARU Saturday, 3rd July
KASHIMA MARU Saturday, 17th July
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 21st July
MISHIMA MARU Wednesday, 18th Aug.
NEW YORK and/or BOSTON via PANAMA
BENGAL MARU Wednesday, 30th June
BUENOS AIRES via Singapore, Durban & Cape Town
KAWAUCHI MARU Wednesday, 7th July
BOMBAY via Singapore & Colombo
TOYOOKA MARU Tuesday, 29th June
CALCUTTA via Singapore, Periag & Rangoon
MALACCA MARU Thursday, 8th July
CALCUTTA via Batavia, Cheribon Samarang & Sourabaya
RANGOON MARU Thursday, 1st July
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Saturday, 17th July
SHANGHAI, KOBE & YOKOHAMA
SUWA MARU Tuesday, 29th June
AWA MARU Monday, 27th June
AKITA MARU Friday, 2nd July
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S.S. "ROSANDRA" 5th August.

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M.V. "ESQUILINO" Sails about 7th July.
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ANDRE LEBOU 22nd June. 20th July.
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G'AL METZINGER 8th June. 20th July. 17th Aug.
FONTAINEBLEAU 2nd July. 3rd Aug. 31st Aug.
AMAZONE 16th July. 17th Aug. 14th Sept.
ANGERS 30th July. 31st Aug. 28th Sept.

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Victoria, Hongkong.

SHANGHAI STRIKES.**WEEK END LABOUR
TROUBLES.**

A series of strikes by Chinese women workers in Shanghai during last week culminating in a two-hours' direct action movement at the Japan-China Cotton Mill on Friday afternoon, has revealed the remarkable development of labour union organization among women.

Not so long ago, Chinese women were almost cyphers in industrial relations, but recent strikes have shown that they are more capable of running a strike and fighting it to the end than are the men. During the past year, labour agitators have concentrated on the female side of the industrial situation, and have met with astonishing success. There are many labour unions now embracing solely feminine membership, under the leadership of men. There is one union, the women silk filature workers' union, which has a woman leader.

Accepting the offer of three cents increase per day in their wages, 600 women from three silk factories, who have been out several days, resumed work on the 18th inst. The Sung Sing cotton mill, Ward Road, remains closed by the Government yesterday. Mr. Lloyd George said it was argued that there was in this correspondence sufficient evidence for the breaking off of diplomatic relations with Russia, on the ground that it was sending unlimited gold to overthrow our constitution. But he pointed out that the complaint was made throughout this correspondence that the gold was very limited.

LIVELY DEBATE.

(Continued from Page 1.)

It's diplomatic rights and, under the cloak of friendship, to stab us in the back. There would be no Communist party in England worth the name, if it were not suckled by Soviet shekels. How long, he asked, is this going to last?

Mr. Lloyd George, Liberal leader, said he intervened in the debate as having been responsible for the trade agreement which was concluded in 1921. The question was not whether they approved of the Russian Government, its principles or its methods but whether they were going to cancel the trade agreement that brought trade to the extent of millions of pounds to this country. He asked "when was there a Government in Russia of which they could approve?" The present Government was a terrible tyranny but it was only one terrible tyranny which was an efficient substitute for the terrible tyranny which was inefficient, corrupt, and treacherous. Referring to the correspondence between British Communists and Soviet organisations, which was published by the Government yesterday, Mr. Lloyd George said it was argued that there was in this correspondence sufficient evidence for the breaking off of diplomatic relations with Russia, on the ground that it was sending unlimited gold to overthrow our constitution. But he pointed out that the complaint was made throughout this correspondence that the gold was very limited.

THE GOVERNMENT'S DUTY.

Commander Hilton Young (Conservative) said the Government had an urgent duty to the people of this country to protect it against corrupt influence of foreign gold and secret agents. They could keep out corrupt gold and secret agents but they could not keep out opinion. That being so, it would be a great mistake to break off direct relations with the Government of Russia.

Mr. Ramsay MacDonald, (Labour Leader), said that: "if there is going to be propaganda by the Russian or any other Government conducted in this country with its money and by its agents then this country has no business to allow it. But in protecting ourselves we must use common sense." The trade agreement was in operation and we could not now remove it. If we broke the agreement the Russian Government would undoubtedly do its best to increase its hostility towards us. If there were breaches in the trade agreement they should be handled in the ordinary diplomatic way.

A UNIQUE GOVERNMENT.

Sir Austen Chamberlain, replying, said "the Soviet Government is something standing in a class by itself. It resembles the Government of no other country and it is not easy to maintain relations with it. It is impossible to say what the relations which it maintains with other countries are either friendly or correct. If it were a question of whether the trade agreement had been kept he would answer it had not. The words in the trade agreement were clear, and he understood them to be to the effect that each party should refrain from hostile action or undertaking against other and from conducting outside its old borders any official propaganda, direct or indirect against interests of the British Empire or Republic respectively. The agreement further stated that it understood that the term "conducting official propaganda" included the giving by either party of assistance or encouragement to any propaganda conducted outside its whole borders.

"It is perfectly clear to His Majesty's Government and should be perfectly clear to everybody, as it must be clear to the Soviet authorities that they are not conforming to that definite engagement of the trade agreement."

(Message incomplete.)

A remarkable two-seater fighting aeroplane has been built by William Beardmore & Co., Ltd., of Glasgow, for the Government of Latvia. This machine was ordered by its paper specification—an unusual occurrence. That the confidence of the Latvian Government was justified, however, was amply proved when it was completed and passed its flying tests. The maximum speeds laid down of 145 m.p.h. and a climb to 15,000 feet in 20 minutes were exceeded, and it was found that amazing stunts could be performed on the machine without any disastrous results. For instance, on stalling, the noise of the aeroplane fell gently, and she took up a natural gliding angle within a second or two instead of falling over and getting into a spin as is generally the case. The undercarriage is one of the remarkable features of this machine, and it has been possible to taxi along rough ground at speeds of over 50 m.p.h. without the slightest trouble. The armament consists of two of the new Beardmore-Farquhar machine-guns. There is no wire bracing either in the wings or tail, so that damage from bullets during a fight is greatly minimised.

PAN-AMERICAN CONGRESS.**AMERICAN L.O.N. WANTED.**

Panama, June 25. The Pan-American Congress, commemorating the centenary of the first Congress of American Nations called in 1826 by Simon Bolivar, has passed a resolution in favour of creation of an American League of Nations and paying tribute to the part played by Britain in the wars of independence of the South-American nations.—Reuters' American Service.

RICE "CORNER."

(Continued from Page 1.)

and thus break the proflite, who utilized a period of inaction among local Chinese leaders, due to the Chamber of Commerce elections, to make fortunes out of the suffering of the poor.

The danger to Shanghai of expensive rice cannot be overestimated. The average wage in Shanghai is now approximately 60 cents a day. If the labourer works all the time and at full time, his maximum average wage is approximately \$18 a month. With rice at \$17.50 a picul, there is an impossible situation unless all members of the family work. The theory is that a picul of rice is sufficient for one month for five persons. As the average labourer's family is taken to be five persons, it is easily seen that unless three members of the family work, there is not sufficient to go round. With rice at \$12 a picul, a certain relief is afforded. Saigon rice ought to be purchasable on the Shanghai market at \$12 a picul at the present time.

BRITISH COMPANY'S GENEROUS LEAD.

The British-American Tobacco Company has for some years relieved its workers of the rice problem by giving them a rice allowance. This allowance is arranged in the following manner: the Company accepts \$8 per picul as the normal price for rice. Whenever the market price is above \$8 the Company allows each worker in the factories the difference between \$8 and the market price on the basis of a picul of rice per month for four individuals. This allowance is paid in money, not in kind. The result is that B.A.T. factory labourers are in no way subject to the vagaries of the rice proflite.

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A great drama in a beautiful setting

LILLIAN GISH

"ROMOLA"

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DOROTHY GISH

A rich tale, superb photography, able direction, noteworthy backgrounds... Miss Gish looks like a plaque by Leonardo da Vinci. Her work brought a cheer from the audience.

Mildred Spain in *The Daily News*.

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NORMAN KERRY

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HIS COMEDY MELODRAMA

"The Crossroads of New York"

with

RAYMOND GRIFFITH

GEORGE O'HARA

NOAH BEERY

LATEST SPANISH CONSPIRACY.**WIDESPREAD PLOT NIPPED IN THE BUD.**

Le Journal learns from Madrid that the Police have discovered a vast political conspiracy, with ramifications all over Spain, directed against the present regime organised by advanced Liberals and Radicals.

It was to have started this evening. Many persons have been arrested, including a well-known sculptor, the editor of a Madrid newspaper, and two Republican Deputies. Prominent army officers and a former Minister of War are also said to be involved.

The Government is master of the situation, and the country is calm.—Reuter.

COURAGE UNDER FIRE.**THE DECORATION OF PETTY OFFICER CHALMERS.**

In a comment in a recent issue of the *S.C.M. Post*, regret was expressed at the absence of detail concerning the act which won for Petty Officer Chalmers, of H.M.S. Tarantula, the M.B.E. decoration.

Particulars have now been divulged. The decoration was awarded because Petty Officer Chalmers, under the heavy fire from Shrike on June 23 last year, courageously conveyed the order from the Senior Naval Officer to cease fire. In doing so, P.O. Chalmers was wounded in the hand.

**HAND PRINTED ENGLISH FOULARD SILK**

Deliveries of the new designs for Summer have now arrived. These Ties are cut and made especially for us by one of the foremost London Manufacturers and show the most attractive effects.

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NEW DESIGNS IN HAND LOOM KNITTED TIES.

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